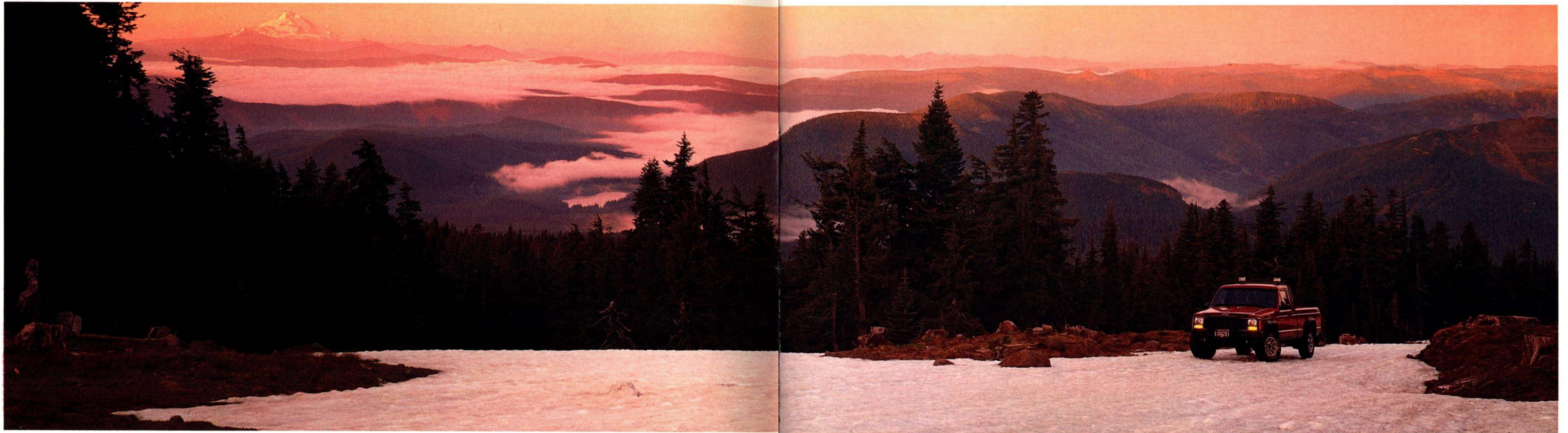


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J E E P<sup>®</sup>  
**COMANCHE**  
**1988**

J E E P  
C O M A N C H E



To survive over 40 years in a form essentially unchanged, a design has to be exceptionally right from the start. The pickup truck is such a design.

Probably no other vehicle has spoken to the rugged individualism of Americans, and at the same time answered their practical needs so well. Off road. On road. Hauling. Towing. On the job. Or on the way to a campsite nestled so far back that only a lucky few know about it. The versatility of the

pickup ensures its silhouette against our country's beautiful landscape, coast to coast.

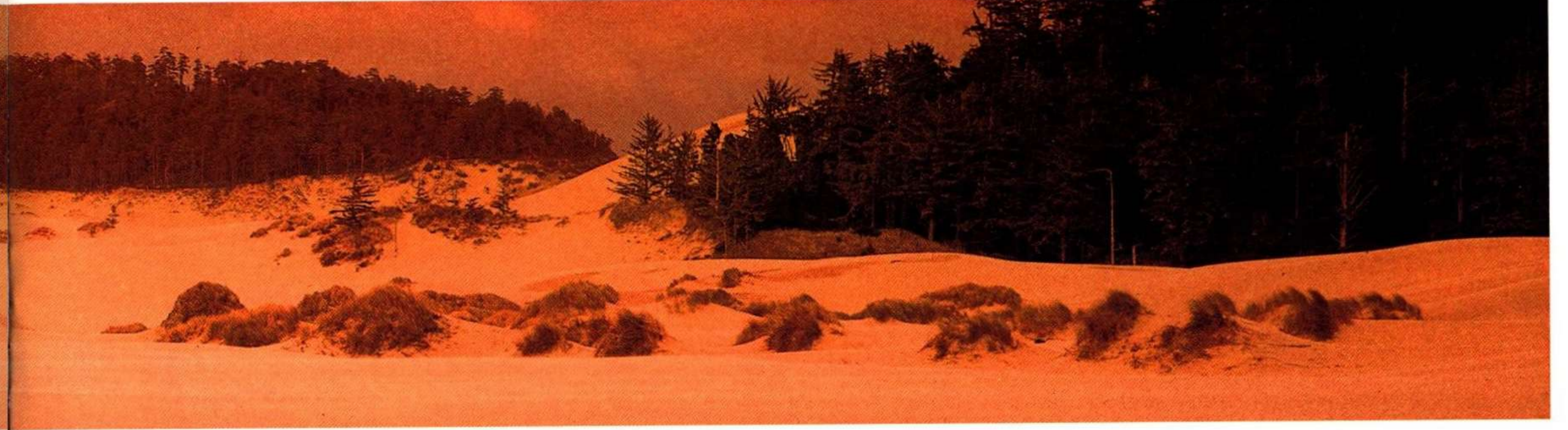
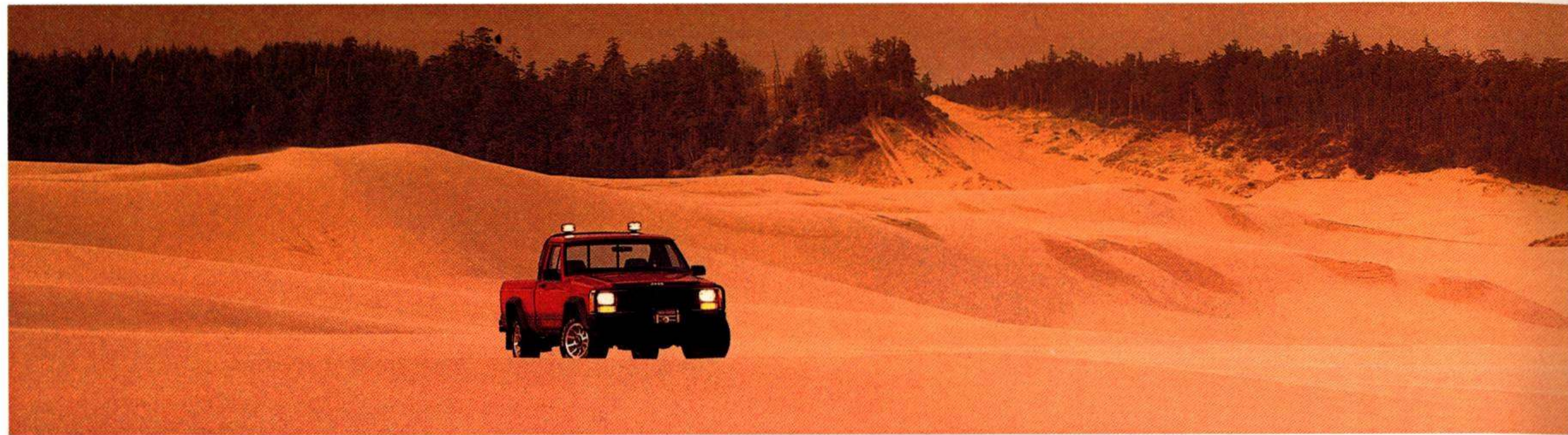
Now add to the perfection of the pickup the legendary status of Jeep, a manufacturer with a hardline reputation for unfailing performance that spans over 45 years. Throw in Jeep ingenuity. Jeep aggressiveness. Jeep integrity. And you've got Comanche. The world's first true mid-size pickup, acclaimed since its introduction for its exceptional design and engineering, rugged capabilities, and bold, Jeep-tough styling.

Available in two- or four-wheel drive models, with 6-foot shortbed or 7-foot longbed, Comanche sets new standards for the classic pickup by offering power and agility, toughness and interior refinements, endurance and adaptability. Comanche also offers the exceptional value of the all-new Super Option Discount Packages that make a variety of option groups available for hundreds of dollars less than

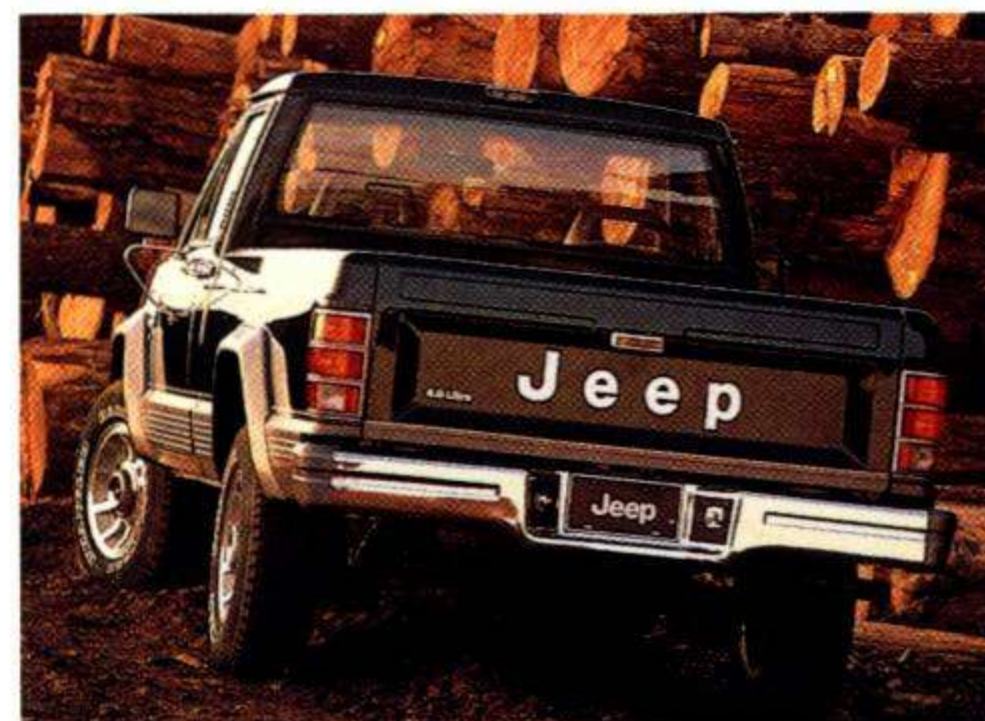
if these options were purchased separately (see pages 18 and 19 for details\*). These new discount packages make it economical and smart to move up from a Base Comanche to a Pioneer, new Eliminator, Chief, or Laredo—an opportunity as outstanding as the Jeep name itself.

J E E P C O M A N C H E  
T O U G H N E S S





**Jeep**

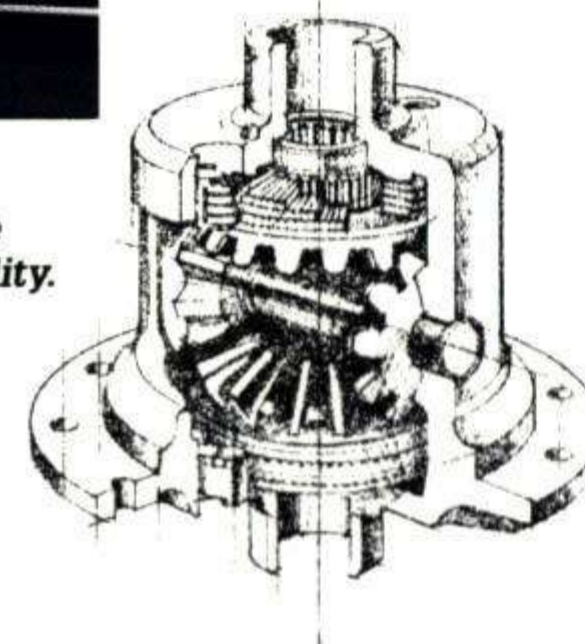


4WD Comanche Laredo, shown in Classic Black.



An optional Trac-Lok rear differential keeps Comanche on the move by supplying power to the rear wheel that can provide the most traction.

Optional fog lamps increase off-road visibility.



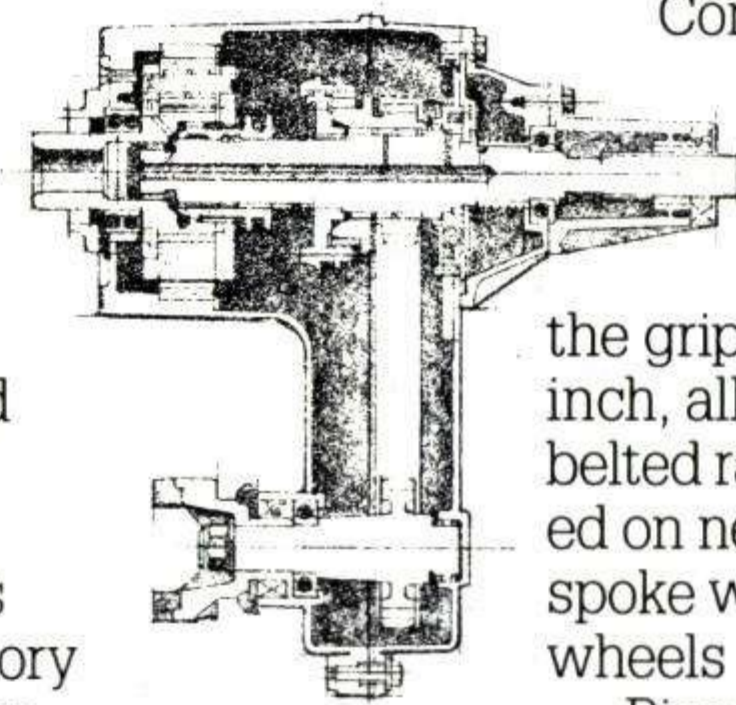
\*\*Available on 4WD Comanche models only. Requires power steering, heavy-duty cooling and battery.

**Rough Stuff.**

Given the prospect of a day spent rolling through mud and over rocks, Comanche 4WD comes alive. And why not? Comanche is well-equipped for roughing it with an exclusive Command-Trac® 4WD system that allows off-roaders to shift on-the-fly between four-wheel drive and two-wheel drive at any speed.

Ruts and ridges are Comanche territory too. Front suspension components include a stabilizer bar, coil springs, and a solid axle with four locating arms. In the rear, multi-leaf springs and an open-end semi-floating solid

axle team with dual-action shock absorbers on all four wheels to help Comanche step up to the action. For even more pulling power, simply shift Comanche into "4 Lo."

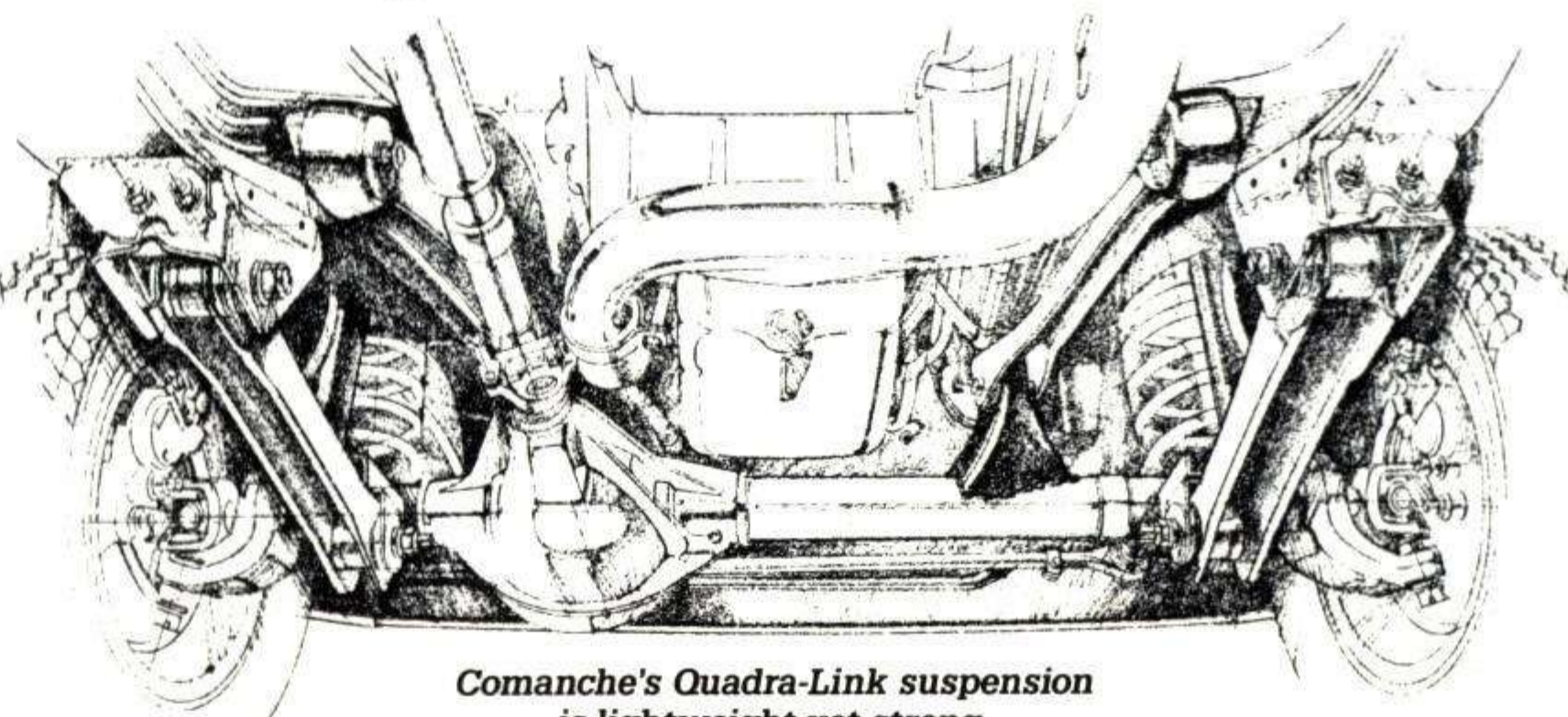
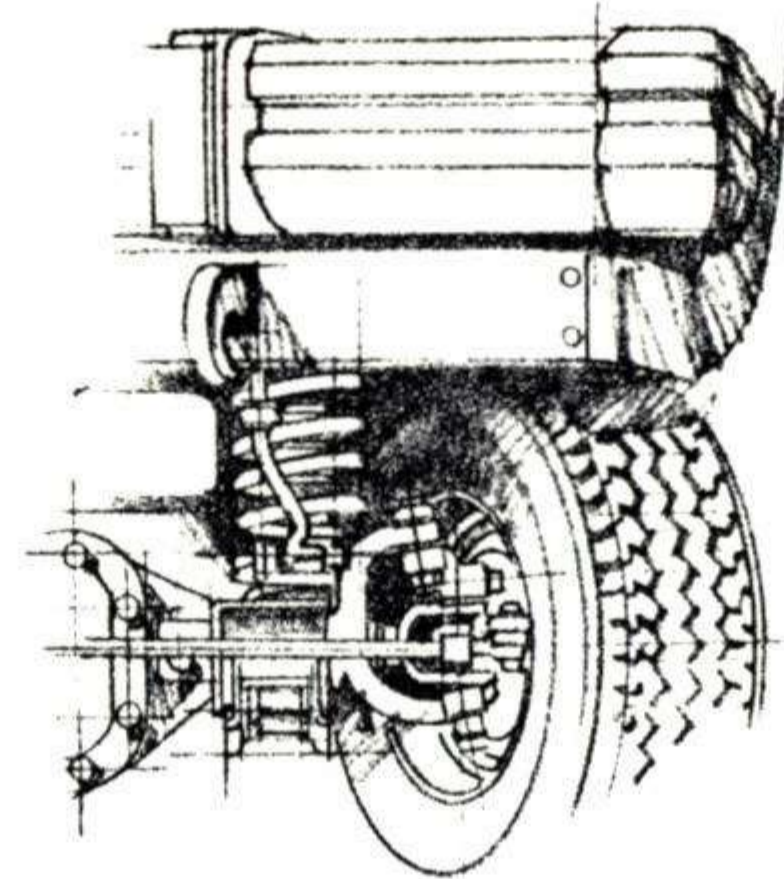


Comanche's exclusive Command-Trac 4WD system lets you shift on-the-fly.

On the ground, Comanche offers the grip of standard 15-inch, all-weather, steel-belted radial tires mounted on new optional 6-spoke white styled steel wheels (standard on

Pioneer and Chief), or unique 10-hole aluminum wheels (standard on the new Eliminator). And speaking of ground, Comanche covers a lot of it without getting hung up thanks to its 9.4 inches of running ground clearance.

For the truly adventurous, there's more. An optional Off-Road Package\*\* that challenges real enthusiasts to take on the toughest terrain with front and rear gas-charged shock absorbers, P225/75R15 Goodyear Wrangler® all-terrain tires, tow hooks, full-size spare tire, and 15" X 7" white styled wheels. Also included is a special Skid



Comanche's Quadra-Link suspension is lightweight yet strong.

Plate Package that protects the transfer case, fuel tank, and front suspension, and is available with other important options through the Comanche 4WD Super Option Discount Packages. Remember, all Comanche Super Option Discount Packages represent significant savings over the price of options purchased separately.

**Road Manager.**

It's true, some pickup drivers don't really need the added capability of four-wheel drive. For this reason, Jeep builds a two-wheel drive Comanche that's every bit as rugged and durable as its four-wheel drive counterpart.

Comanche 2WD hauls lumber and tows boats smoothly with the aid of a long wheelbase design and patented Jeep Quadra-Link® suspension that's lightweight yet strong. Jeep's Quadra-Link design provides precise handling through the use of four long locating arms combined with coil springs and tube shocks. This advanced suspension system ensures that Comanche's wheels and tires remain on the ground while

absorbing jolts and bumps.

When the road turns to dirt, or disappears under snow and ice, Comanche's optional Trac-Lok rear differential, available with the optional 4.0 litre engine, keeps things moving by automatically supplying power to the rear wheel with the most traction.

To help ensure safe, straight stopping power, Comanche relies on standard power-assisted front disc and rear drum brakes. Power steering, available as a separate option or at reduced cost when ordered with a variety of other comfort and convenience options as part of the Pioneer Super Option Discount Packages, helps keep Comanche easily on course.



4WD Comanche Chief, shown in Colorado Red with optional dealer-installed splash guards.



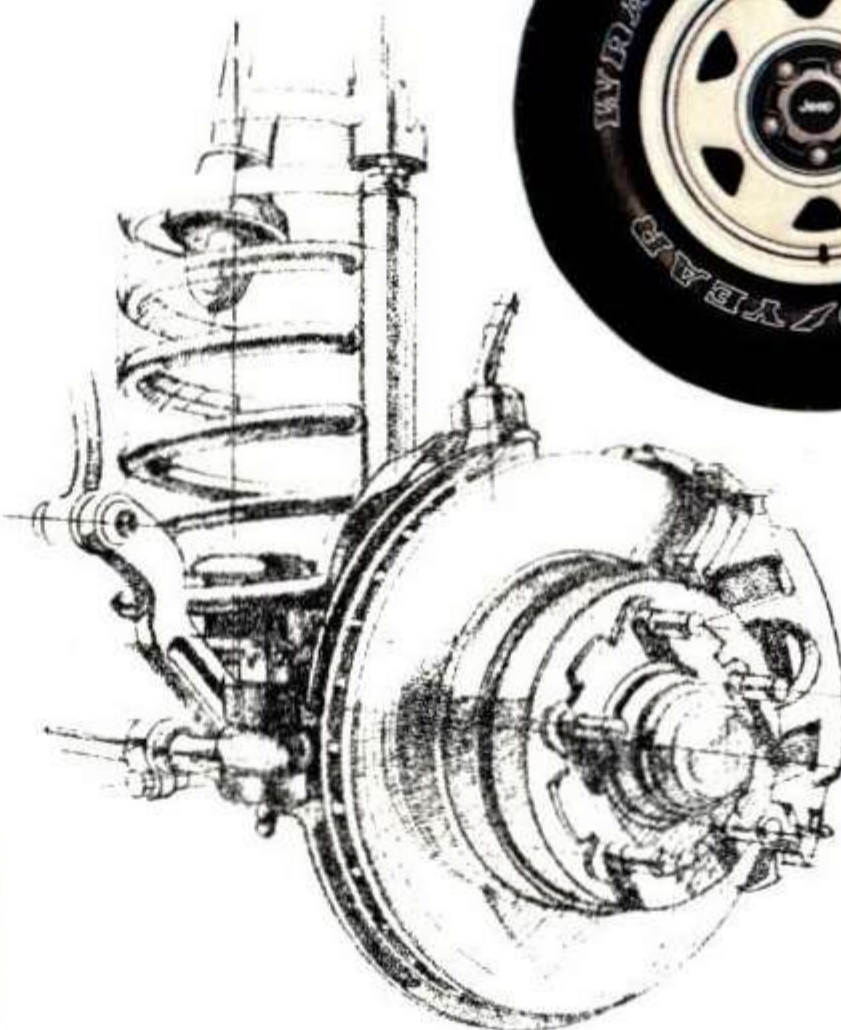
Standard power-assisted front disc brakes help ensure safe, straight stops.



New 6-spoke white styled steel wheels are standard on Comanche Pioneer and Chief.



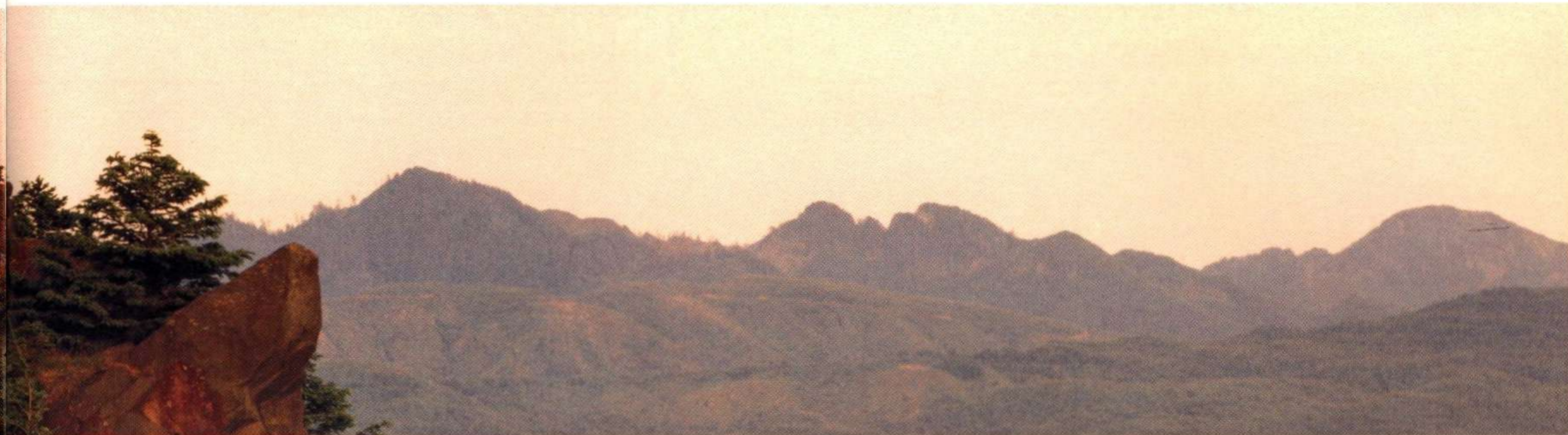
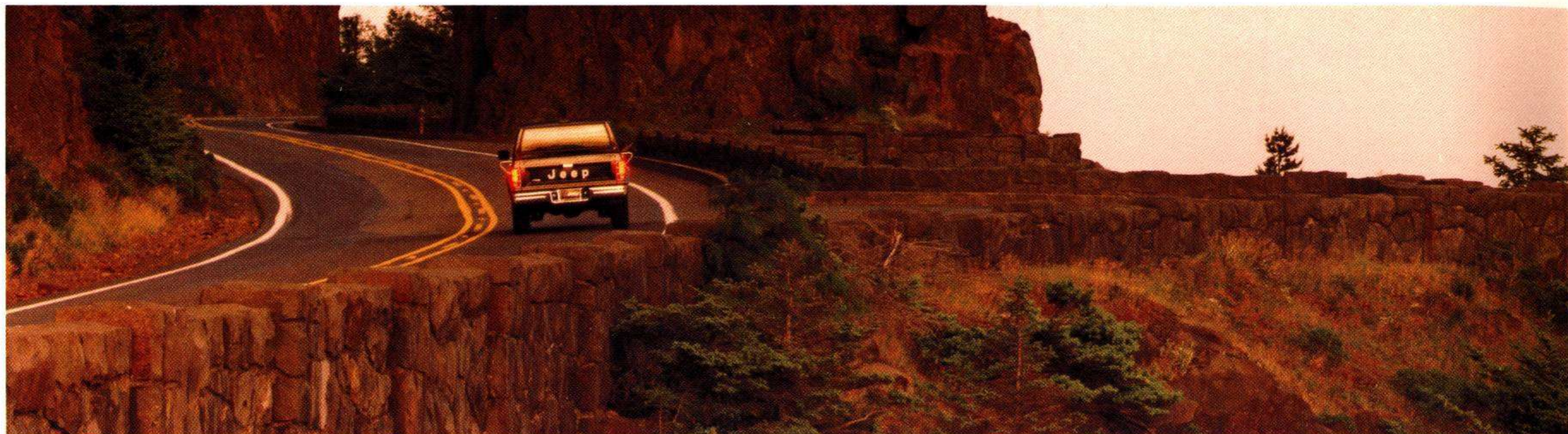
Optional 5-spoke cast aluminum wheels.



Comanche's 9.4 inches of running clearance allows you to cover a lot of ground without getting hung up.

**4x4**

T O U G H N E S S

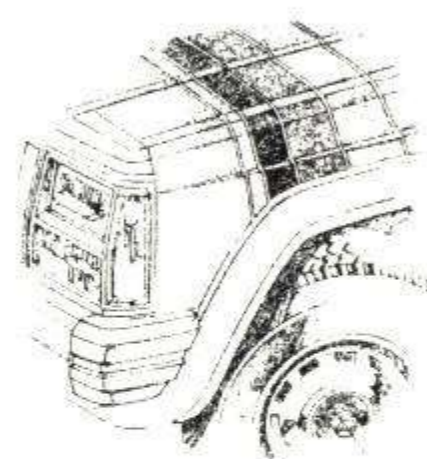


The optional 4-speed automatic overdrive transmission changes from off-road "Power" setting to highway-cruising "Comfort" mode with the push of a button.



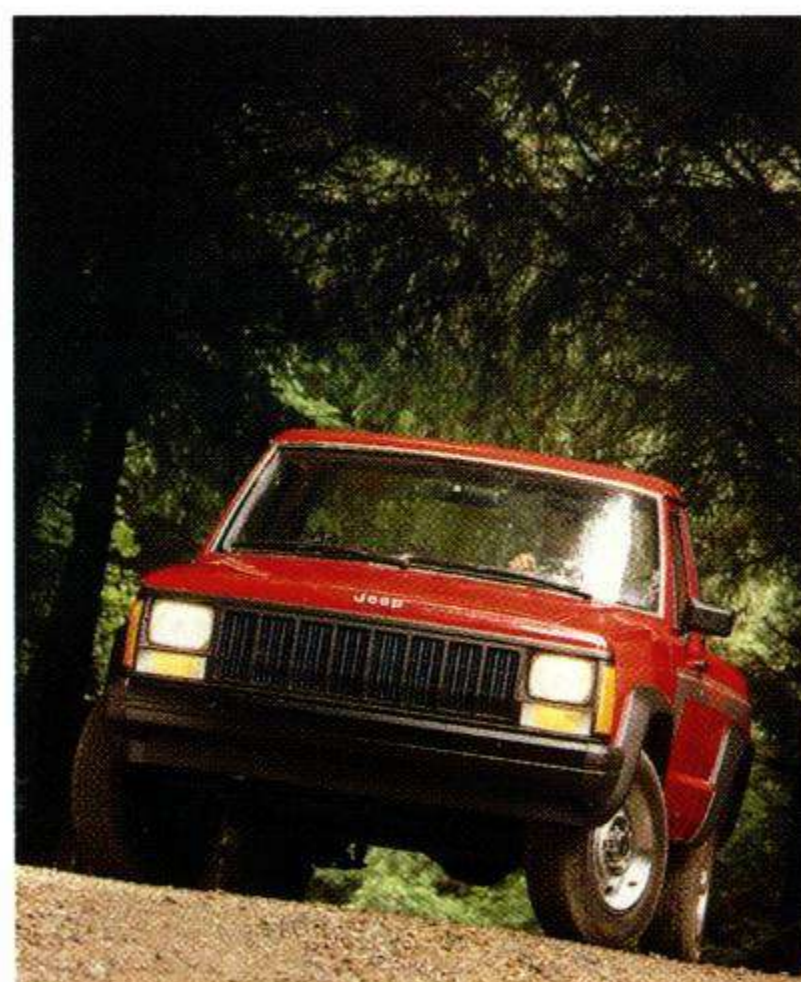
The hot Power-Tech Six engine delivers the best performance in its class.

Galvanized steel  
Zinc phosphate  
Cathodic electrocoat  
Primer  
Baked enamel  
Clearcoat



The optional 4.0 litre Power-Tech Six features sequential multi-port electronic fuel injection that enhances performance and efficiency by precisely metering fuel at each cylinder.

For added traction, simply move the conveniently located Command-Trac shift lever to "4 Lo."



Comanche SporTruck, shown in Colorado Red.

**Power Structures.**

Power. When it comes to pickups, this issue quickly separates the contenders from the pretenders. Jeep's brand of power involves a sophisticated blend of responsive acceleration, smoothness, and efficiency—a combination perfectly exemplified by Jeep's optional *Power-Tech Six*. This hot 4.0 litre 6-cylinder powerplant, standard on new Eliminator models, cranks out 177 horsepower and up to 224 foot-pounds of torque—better numbers than any offered by Ford, Chevy, Toyota, or Nissan optional engines.

The *Power-Tech Six* is equipped with sequential

multi-port electronic fuel injection, automatic altitude compensation, and fast-burn combustion. In addition, it offers the smoothness that only an I-6 design can provide. And there's one more thing you should know about this engine: Jeep's new Super Option Discount Packages make it possible to equip your new Comanche with the added capability of the *Power-Tech Six* plus a variety of other popular options for much less money than if you purchased these options separately.

Comanche's standard engine is a 2.5 litre 4-cylinder engine that delivers more than enough power to handle both work and recreational situations. Combining throttle-body electronic fuel injection with 4-cylinder efficiency, the rugged yet smooth-performing 2.5 litre turns out 121 horsepower and 141 foot-pounds of torque—more horsepower and torque than any Ford, Chevy, Toyota, or Nissan compact truck standard engine.

Once you've decided on

the engine that's right for you, Comanche offers a choice of standard and optional transmissions that includes a 4-speed manual, a 5-speed overdrive manual, or a 4-speed automatic overdrive. All smooth-shifting and efficient.

**Body Building.**

Tough. Rugged. Durable. Dependable. All truck manufacturers use these words to describe their pickups. Unfortunately, not all pickups are built to live up to their press. Jeep backs its claims of ruggedness and longevity using a variety of methods to ensure that Comanche starts tough and stays tough.

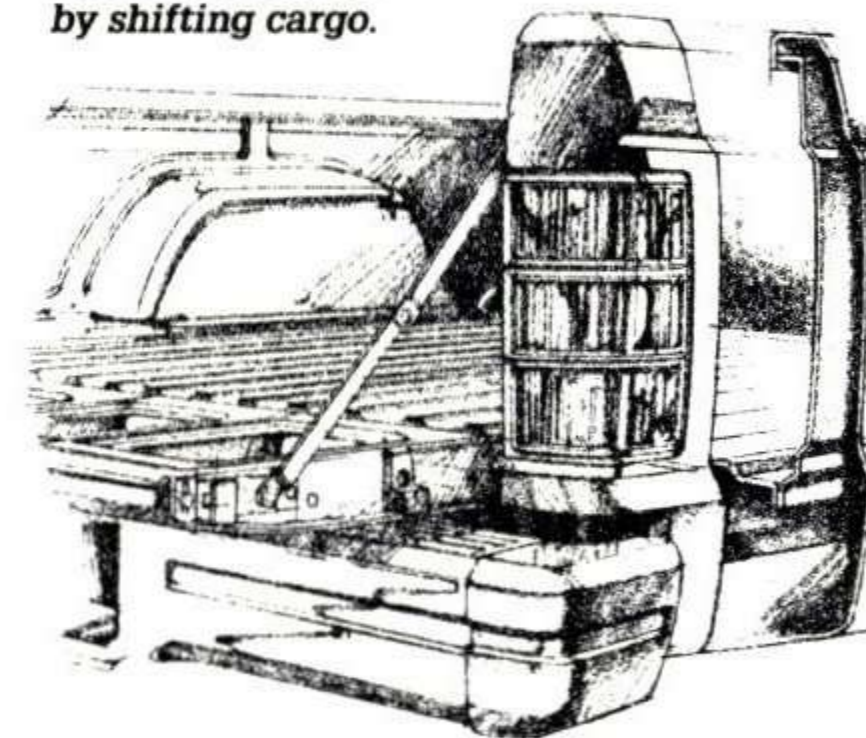
It begins with Comanche's unique UniFrame integral body construction in which the frame is actually bonded to its body shell with precise robotic welds at all critical points. The result is a more rigid platform than conventional body-on-frame designs—an excellent balance of outstanding strength and reduced weight.

Since transporting heavy,

bulky loads is often a pickup's daily lot, Comanche also features durable, double-wall construction in the cargo bed. Here, two walls of steel protect Comanche's exterior from dents made by shifting cargo. Additional body protection includes new black bodyside moldings for Pioneer, lower bodyside moldings with bright inserts on the new Eliminator model, new dark argent lower bodyside cladding on Laredo, and a tubular rear bumper available as an option on Comanche Base, Pioneer, and Chief.

Exposure to the elements is another fact of everyday existence for most pickups, so once again Comanche is well protected, this time from the inside out. In building Comanche, extensive use is made of rugged galvanized steel and corrosion-resistant plastics. All Comanche bodies are totally submerged in an

Tough, double-wall bed construction protects Comanche's exterior from dents caused by shifting cargo.



An optional Skid Plate Package, available separately or with other popular options as part of a Super Option Discount Package, protects the transfer case, fuel tank, and front suspension.



Optional dealer-installed splash guards help protect Comanche from flying debris.

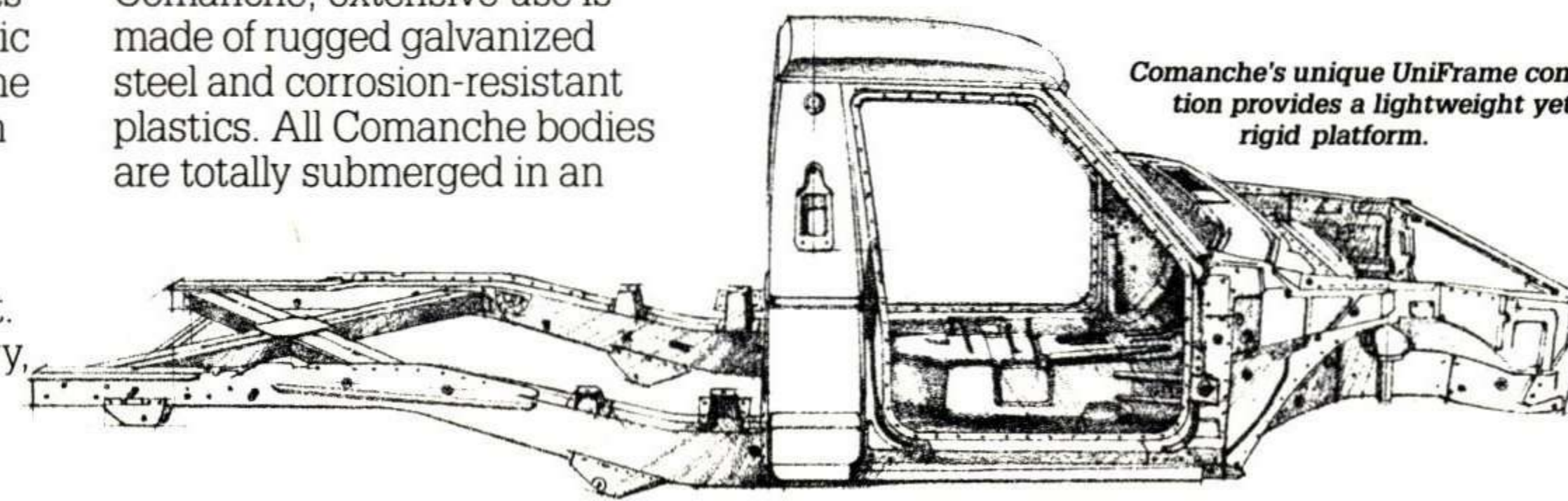


Comanche is assembled using advanced robotic equipment.



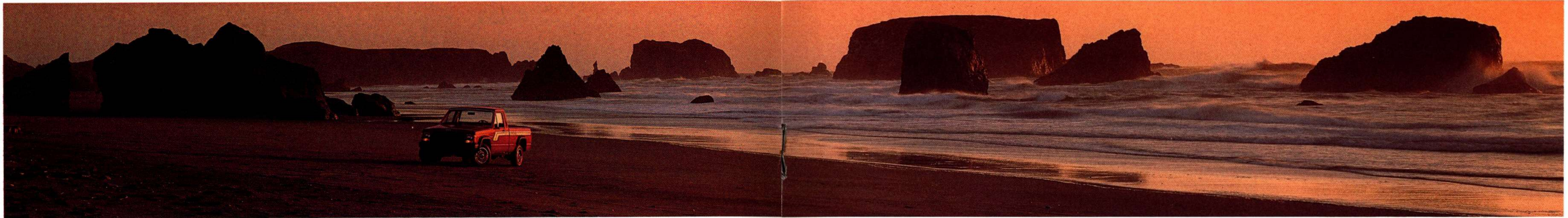
electrocoat primer bath, and the chassis plus the insides of the doors are fully undercoated. Finally, a rich acrylic enamel or metallic paint, each covered with clearcoat, provides Comanche a beautiful and enduring finish.

Comanche's unique UniFrame construction provides a lightweight yet rigid platform.



J E E P C O M A N C H E  
R E F I N E M E N T

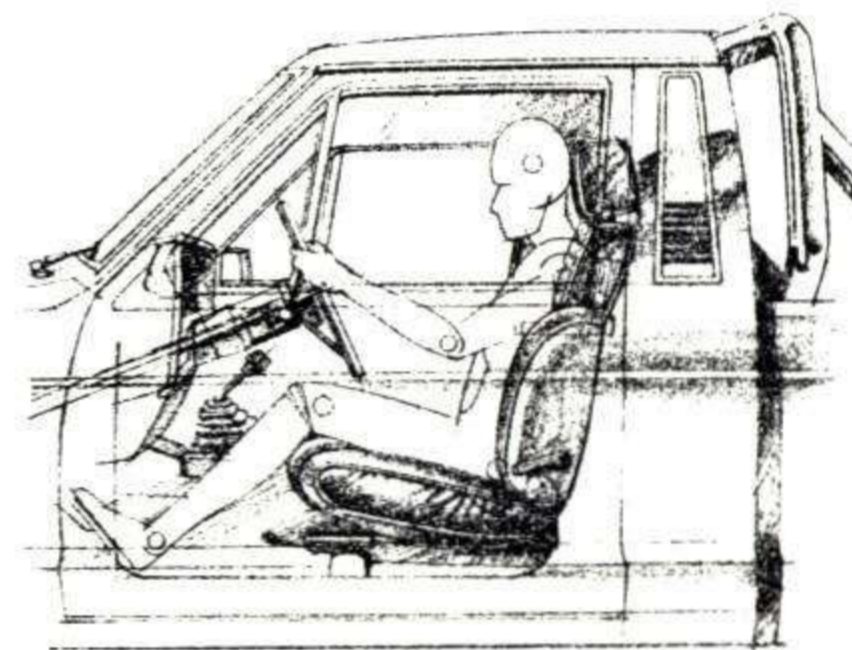




Optional swing-out vent windows allow additional flow-through of air.

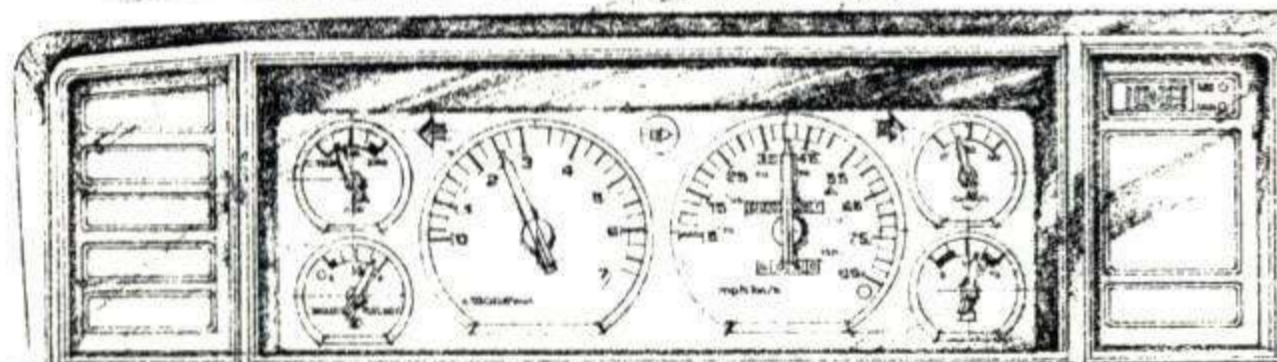


An optional sliding rear window opens easily to provide ventilation.



Comanche's interior offers a high level of comfort and convenience with all controls at your fingertips.

Headroom—39.4  
Legroom—43.0  
Shoulder Room—55.3  
Hiproom—55.3



Standard on the new Eliminator and Laredo models, the Gauge Group provides a voltmeter, oil pressure

gauge, engine temperature gauge, low fuel indicator, trip odometer, and liquid crystal display clock.

The new Eliminator standard interior features wingback bucket seats, sport steering wheel, passenger area carpeting, lockable glove box, and passenger assist handle.



### At Ease.

If you use your pickup on the job, chances are you're pretty familiar with its interior. Take it on a hunting or fishing trip, and you add up even more hours behind the wheel. To help make those hours as profitable and enjoyable as possible, you need a pickup interior that offers plenty of standard comfort and convenience. In short, you need Comanche.

Comanche's standard full-width bench seat is roomy enough for three adults to travel in total comfort. No cramped-in or too-close feelings. There's room to stretch forward, too, since Comanche's front legroom with bench seat has been improved a full three inches over last year. Add to all this comfort the convenience of a mini-console, an instrument panel storage compartment, and a locking glove box, also all standard.

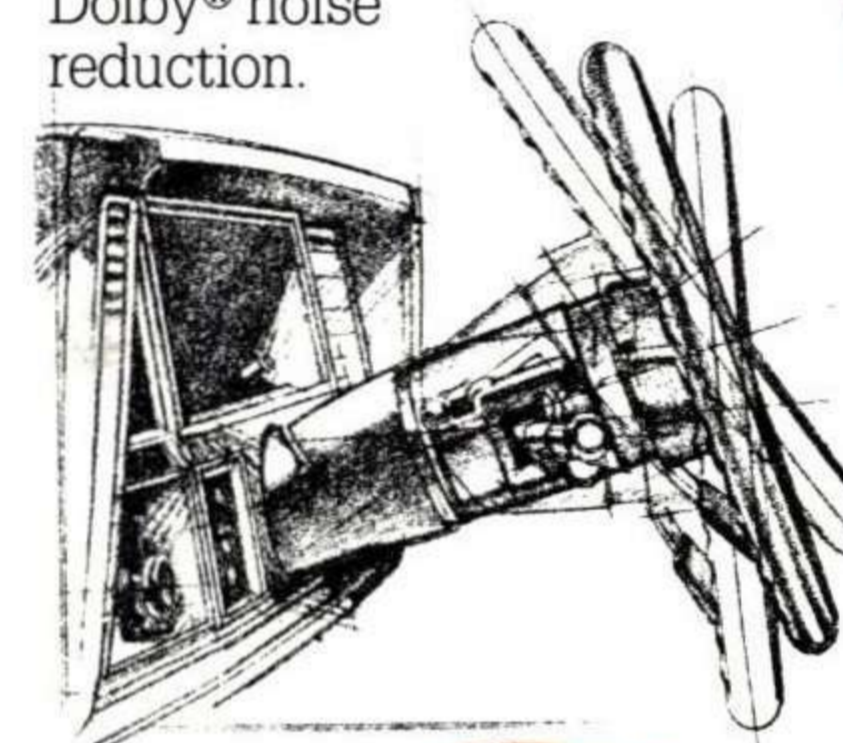
Order your Comanche with optional bucket seats, standard on the new Eliminator and Laredo, and you can also choose the optional center console with armrest. Another option standard on Eliminator and Laredo is the Gauge Group that provides a voltmeter, oil pressure gauge, engine temperature gauge, low fuel indicator, trip odometer, and liquid crystal display clock. Also optional are the Light Group (standard on Laredo) that includes a cargo box light, headlights-on warning buzzer, and retractable underhood work light, and the Extra-Quiet Insulation Package.

### Pleasure Principals.

The good news is that Comanche's optional interior refinements are nothing short of the features you would expect to find in a fine luxury car. The even better news is that many of these refinements such as bucket seats, power steering, intermittent wipers, tinted glass, sliding rear window, tilt wheel, and AM/FM stereo cassette are available as part of a package through Comanche's new Super Option Discount Packages for much less than if you purchased them individually. And value like that can mean a chance to move up from a Base Comanche to a Pioneer, new Eliminator, Chief, or Laredo model for a much smaller price tag than you might imagine. (See the charts on pages 18 and 19 for details.)

New for Laredo in 1988 are standard wingback bucket seats with see-through headrests. Other options available on most models include reclining bucket seats with full side bolsters, air conditioning, cruise control, leather-wrapped, three-spoke sport steering

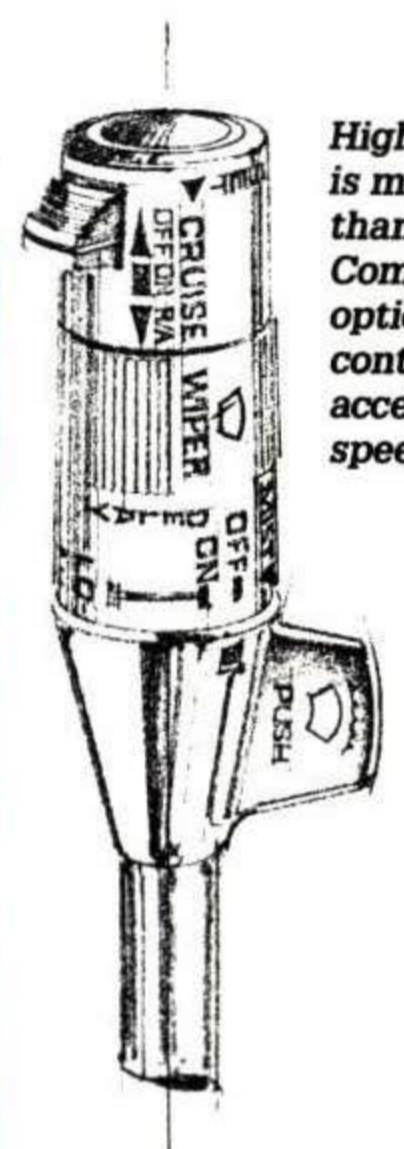
wheel color-keyed to the padded instrument panel, and a new AM/FM electronically tuned stereo cassette with Dolby® noise reduction.



Optional tilt steering wheel adjusts to individual differences.



The Comanche Laredo interior includes cloth reclining bucket seats and console.



Highway driving is made easy thanks to Comanche's optional cruise control with accelerate/resume speed feature.



Comanche Pioneer's standard full-width bench seat is roomy enough for three adults.



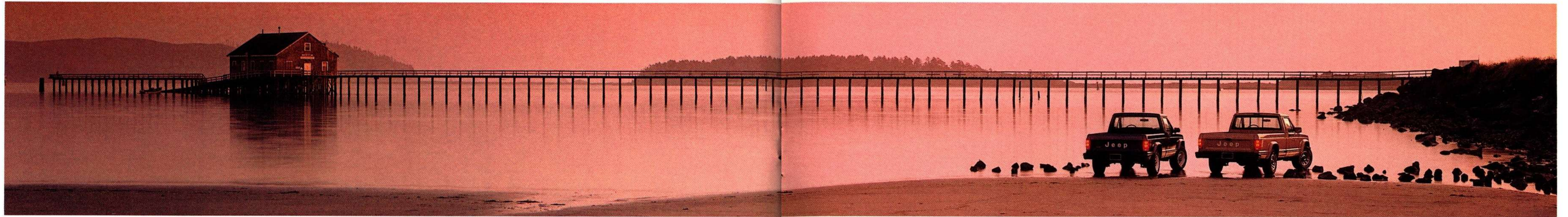
A new optional AM/FM electronically tuned stereo cassette features Dolby® noise reduction.

Optional air conditioning cools the cab quickly.

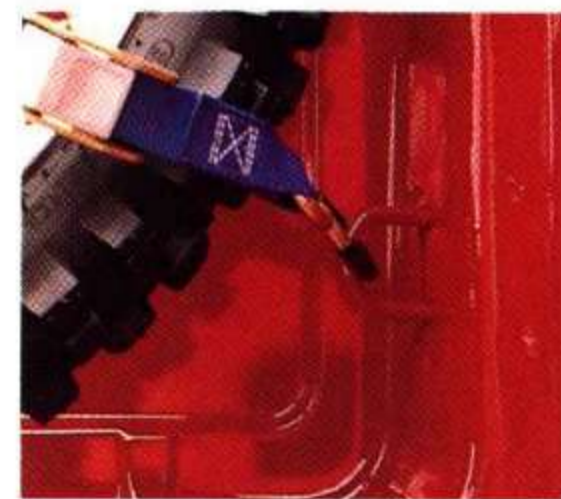
J E E P C O M A N C H E  
V E R S A T I L I T Y







Convenient tie-down hooks are standard.



Comanche short-bed lends itself to accessories such as the optional sport bar, driving lights, and big all-terrain tires (all available from your Jeep dealer).



**BIG TON**  
2,205 LBS.

An optional 2,205-pound Big-Ton Payload Package is available on long-bed Comanche only.

### Long Haul. Short Haul.

While some pickup drivers may want to haul plywood sheets or copper tubing, others may never expect their pickup beds to handle anything longer or heavier than a tackle box. Comanche makes room for these individual differences by offering a choice of 6-foot short-

bed or 7-foot longbed models.

Both models carry a hefty new standard payload capacity rating of 1,475 pounds—a higher rating than either Ford Ranger or Chevy S-10. And for really heavy movers, an optional 2,205-pound Big-Ton Payload Package (available on long wheelbase models only) includes a heavy-duty rear axle, heavy-duty front and rear springs and shocks, 15" x 7" white styled steel wheels, full-size spare tire, and a "Big-Ton" decal.

Comanche also features a wide assortment of practical optional accessories such as bedliners, tool lockers, tonneau covers, and full caps (all available through your Jeep dealer).

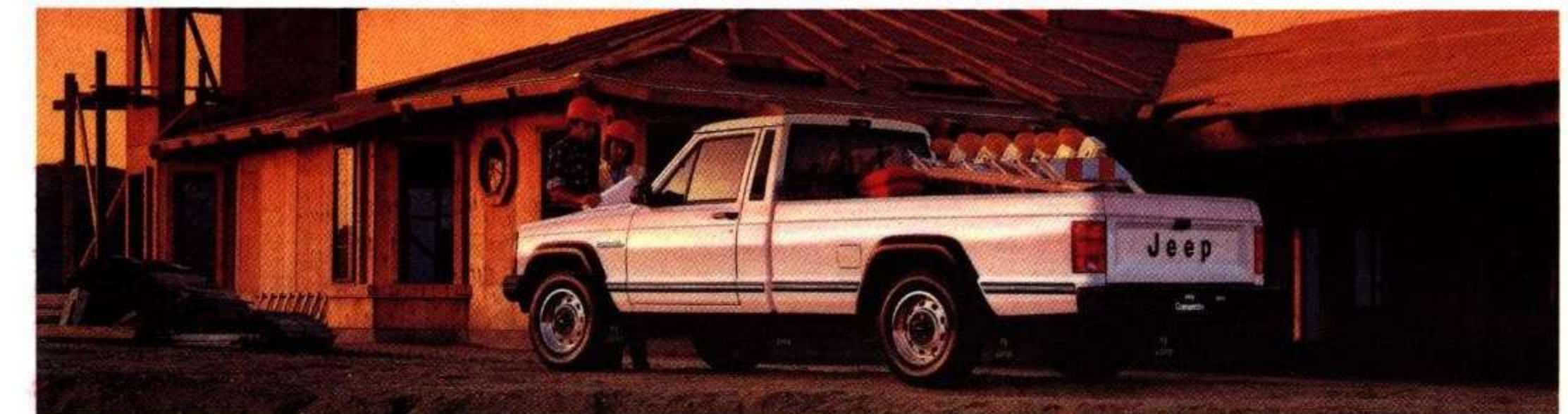


Properly equipped with a heavy-duty trailer package, Comanche offers Class III towing capacity—5,000-pound maximum loaded trailer weight.

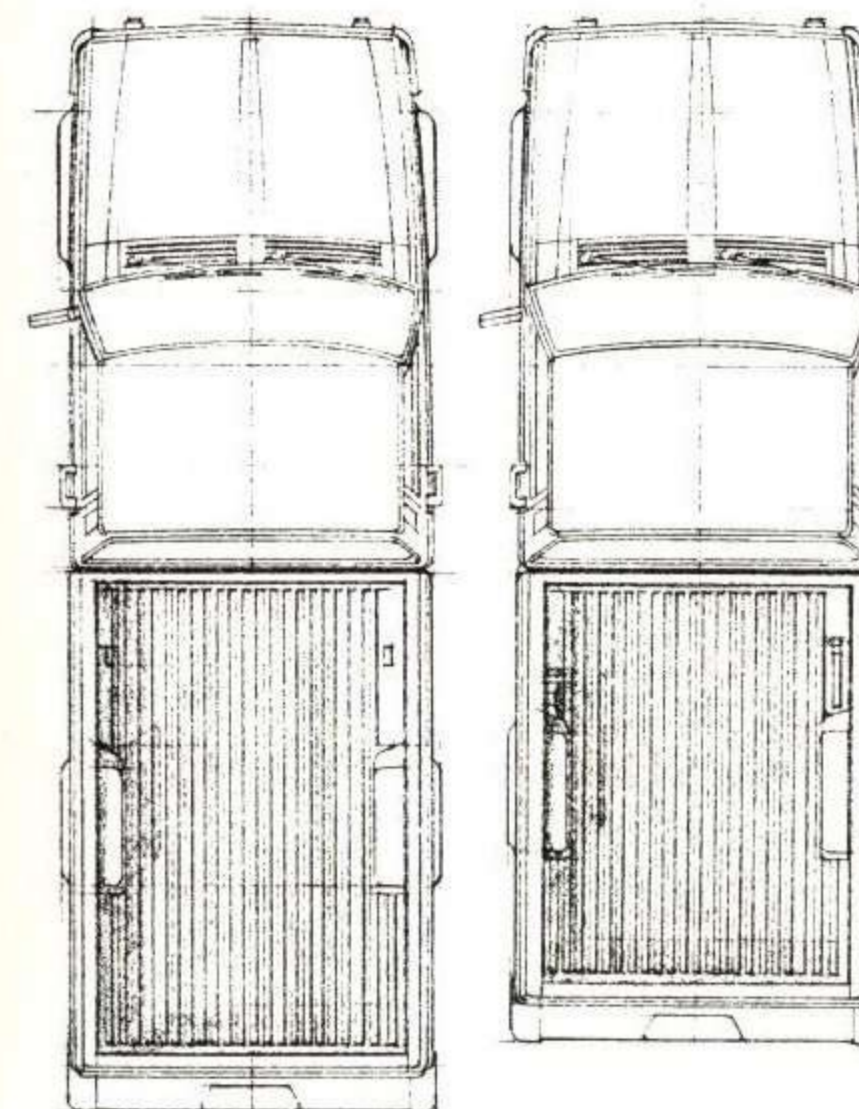
Comanche's hefty new standard payload capacity rating of 1,475 pounds is higher than either Ford Ranger or Chevy S-10.



Plus, appearance options such as two-tone color combinations that set off the appeal of Comanche's bold stance, aerodynamically shaped hood and roofline, and new 8-slot grille—distinctive styling that says Jeep from first glance.



Comanche's bold stance and distinctive styling say Jeep from first glance.



Comanche makes room for individual differences by offering a choice of 6-foot shortbed or 7-foot longbed models.



Dimensions shown are in inches.

**S U P E R O P T I O N D I S C O U N T P A C K A G E S**



**2WD SHORTBED MODELS**

OPTION DESCRIPTION	BASE	PIONEER		ELIMINATOR	
	JK1	JP1	JP2	JE1	JE2
SporTruck Trim	<b>S</b>				
Pioneer Trim Package		<b>X</b>	<b>X</b>		
Eliminator Trim Package				<b>X</b>	<b>X</b>
Cigar Lighter	<b>X</b>	<b>I</b>	<b>I</b>	<b>I</b>	<b>I</b>
Tinted Glass	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
2.5L I-4 Engine	<b>S</b>	<b>S</b>			
4.0L I-6 Engine			<b>X</b>	<b>I</b>	<b>I</b>
4-Speed Manual Transmission	<b>S</b>	<b>S</b>			
5-Speed Manual O.D. Transmission			<b>X</b>	<b>I</b>	<b>I</b>
P205 BSW Tires		<b>I</b>	<b>I</b>		
P215 OWL Tires				<b>I</b>	<b>I</b>
White Spoke Wheels		<b>I</b>	<b>I</b>		
Aluminum Wheels				<b>I</b>	<b>I</b>
Power Steering		<b>X</b>	<b>X</b>	<b>I</b>	<b>I</b>
Intermittent Wipers		<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Dual Mirrors		<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Rear Step Bumper		<b>X</b>	<b>X</b>	<b>I</b>	<b>I</b>
Gauge Group			<b>X</b>	<b>I</b>	<b>I</b>
Tachometer				<b>I</b>	<b>I</b>
Tilt Steering Wheel			<b>X</b>	<b>X</b>	<b>X</b>
Fog Lamps				<b>I</b>	<b>I</b>
Bumper Guards				<b>I</b>	<b>I</b>
AM/FM ET Stereo Radio		<b>X</b>			<b>X</b>
AM/FM ET Stereo Cassette			<b>X</b>		
Sliding Rear Window		<b>X</b>	<b>X</b>		<b>X</b>
Bucket Seats				<b>I</b>	<b>I</b>
Floor Console					<b>X</b>
<b>DISCOUNT</b>	-	<b>\$1,000</b>	<b>\$1,200</b>	<b>\$600</b>	<b>\$700</b>

The all-new Comanche Super Option Discount Packages\* make it economical and smart for you to move up from a Base model to either a Pioneer, new Eliminator, Chief, or Laredo model. You can save

**2WD LONGBED MODELS**

OPTION DESCRIPTION	BASE	PIONEER		LAREDO
	JK1	JP1	JP2	JL1
Base Trim	<b>S</b>			
Pioneer Trim Package		<b>X</b>	<b>X</b>	
Laredo Trim Package				<b>X</b>
Cigar Lighter	<b>X</b>	<b>I</b>	<b>I</b>	<b>I</b>
Tinted Glass	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
2.5L I-4 Engine	<b>S</b>	<b>S</b>		
4.0L I-6 Engine			<b>X</b>	<b>X</b>
5-Speed Manual O.D. Transmission	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
P205 BSW Tires		<b>I</b>	<b>I</b>	<b>I</b>
White Spoke Wheels		<b>I</b>	<b>I</b>	
Deluxe Wheel Trim				<b>I</b>
Power Steering		<b>X</b>	<b>X</b>	<b>X</b>
Intermittent Wipers		<b>X</b>	<b>X</b>	<b>X</b>
Dual Mirrors		<b>X</b>	<b>X</b>	<b>X</b>
Rear Step Bumper		<b>X</b>	<b>X</b>	<b>X</b>
Gauge Package			<b>X</b>	<b>I</b>
Tilt Steering Wheel			<b>X</b>	<b>X</b>
Light Group				<b>I</b>
AM/FM ET Stereo Radio		<b>X</b>		<b>X</b>
AM/FM ET Stereo Cassette			<b>X</b>	
Sliding Rear Window		<b>X</b>	<b>X</b>	<b>X</b>
Bucket Seats				<b>I</b>
Floor Console				<b>X</b>
<b>DISCOUNT</b>	-	<b>\$1,000</b>	<b>\$1,200</b>	<b>\$700</b>



hundreds of dollars while equipping your Comanche with the features you want and need most. Check the charts below and ask your dealer for details. **S** = Standard **X** = Optional **I** = Included in Trim Package

**4WD SHORTBED MODELS**

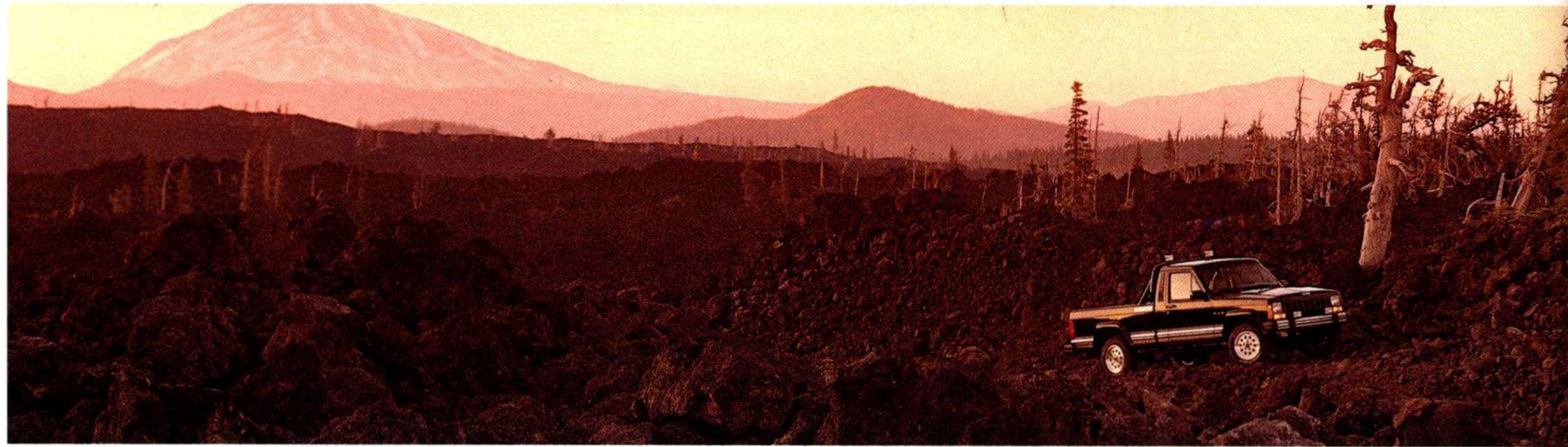
OPTION DESCRIPTION	BASE	PIONEER		CHIEF
	JK1	JP1	JP2	JH1
Base Trim	<b>S</b>			
SporTruck Trim	<b>S</b>			
Pioneer Trim Package		<b>X</b>	<b>X</b>	
Chief Trim Package				<b>X</b>
Cigar Lighter	<b>X</b>	<b>I</b>	<b>I</b>	<b>I</b>
Tinted Glass	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
2.5L I-4 Engine	<b>S</b>	<b>S</b>		
4.0L I-6 Engine			<b>X</b>	<b>X</b>
4-Speed Manual Transmission	<b>S</b>	<b>S</b>		
5-Speed Manual O.D. Transmission			<b>X</b>	<b>I</b>
P205 BSW Tires		<b>I</b>	<b>I</b>	
P225 OWL Tires				<b>I</b>
White Spoke Wheels		<b>I</b>	<b>I</b>	<b>I</b>
Power Steering		<b>X</b>	<b>X</b>	<b>X</b>
Intermittent Wipers		<b>X</b>	<b>X</b>	<b>X</b>
Dual Mirrors		<b>X</b>	<b>X</b>	<b>X</b>
Rear Step Bumper		<b>X</b>	<b>X</b>	<b>X</b>
Gauge Group			<b>X</b>	<b>X</b>
Tilt Steering Wheel			<b>X</b>	<b>X</b>
AM/FM ET Stereo Radio		<b>X</b>		<b>X</b>
AM/FM ET Stereo Cassette			<b>X</b>	
Sliding Rear Window		<b>X</b>	<b>X</b>	<b>X</b>
Conventional Spare			<b>X</b>	<b>X</b>
Skid Plate Package			<b>X</b>	<b>X</b>
<b>DISCOUNT</b>	-	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$700</b>

**4WD LONGBED MODELS**

OPTION DESCRIPTION	BASE	PIONEER		LAREDO
	JK1	JP1	JP2	JL1
Base Trim	<b>S</b>			
Pioneer Trim Package		<b>X</b>	<b>X</b>	
Laredo Trim Package				<b>X</b>
Cigar Lighter	<b>X</b>	<b>I</b>	<b>I</b>	<b>I</b>
Tinted Glass	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
2.5L I-4 Engine	<b>S</b>	<b>S</b>		
4.0L I-6 Engine			<b>X</b>	<b>X</b>
5-Speed Manual O.D. Transmission	<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>
P205 BSW Tires		<b>I</b>	<b>I</b>	<b>I</b>
White Spoke Wheels		<b>I</b>	<b>I</b>	
Deluxe Wheel Trim				<b>I</b>
Power Steering		<b>X</b>	<b>X</b>	<b>X</b>
Intermittent Wipers		<b>X</b>	<b>X</b>	<b>X</b>
Dual Mirrors		<b>X</b>	<b>X</b>	<b>X</b>
Rear Step Bumper		<b>X</b>	<b>X</b>	<b>X</b>
Gauge Group			<b>X</b>	<b>I</b>
Tilt Steering Wheel			<b>X</b>	<b>X</b>
Light Group				<b>I</b>
AM/FM ET Stereo Radio		<b>X</b>		<b>X</b>
AM/FM ET Stereo Cassette			<b>X</b>	
Sliding Rear Window		<b>X</b>	<b>X</b>	<b>X</b>
Bucket Seats				<b>I</b>
Floor Console				<b>X</b>
Conventional Spare			<b>X</b>	<b>X</b>
Skid Plate Package			<b>X</b>	<b>X</b>
<b>DISCOUNT</b>	-	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$900</b>

\*Savings on Comanche Super Option Discount Packages are based on the sticker price of package compared with options purchased separately. Deletion of any option in any package voids discount.

J E E P C O M A N C H E  
S P E C I F I C A T I O N S



1 Sport Truck Shortbed, 2WD & 4WD    2 Base Longbed, 2WD & 4WD    3 Pioneer Shortbed, 2WD & 4WD    4 Pioneer Longbed, 2WD & 4WD    5 Eliminator Shortbed, 2WD    6 Chief Shortbed, 4WD    7 Laredo Longbed, 2WD & 4WD    S Standard    X Optional    — Not Available

FUNCTIONAL	1	2	3	4	5	6	7
<b>AIR CONDITIONING</b> Heavy-duty alternator, heavy-duty battery, heavy-duty radiator (with 4-cyl.); auxiliary electric fan (with 6-cyl.); (requires power steering)	X	X	X	X	X	X	X
<b>ALTERNATOR</b> 12-volt, 61-amp	S	S	S	S	S	S	S
<b>AXLE</b> Front—Dana model 30 semi-floating solid axle with 4 locating arms; single cardan outboard joints and live spindle hubs (with shaft disconnect system on 4-wheel drive, Command-Trac); standard axle ratio 3.55:1 with 4-cylinder, 3.08:1 with 6-cylinder	S	S	S	S	S	S	S
Rear—Dana model 35c solid axle, semi-floating open-end Hotchkiss design; standard axle ratio 3.55:1 with 4-cylinder, 3.08:1 with 6-cylinder	S	S	S	S	S	S	S
<b>BATTERY</b> 12-volt (58-390 cold crank amps)	S	S	S	S	S	S	S
Heavy-duty (58-475 cold crank amps)	X	X	X	X	X	X	X
<b>BRAKES</b> Front—low-drag ventilated disc type w/power assist	S	S	S	S	S	S	S
Rear—drum type, self-adjusting w/power assist and high load-sensing variable rate rear brake control valve	S	S	S	S	S	S	S
Parking—foot lever-operated, operates on rear wheels	S	S	S	S	S	S	S
<b>COLD CLIMATE GROUP</b> Heavy-duty alternator and battery, engine block heater	X	X	X	X	X	X	X
<b>COOLING SYSTEM</b> Heavy-duty—heavy-duty radiator (2.5L and 4.0L), auxiliary electric fan (4.0L only), auxiliary transmission oil cooler (4.0L w/auto. trans. only)	X	X	X	X	X	X	X
<b>CRUISE CONTROL</b> (requires intermittent wipers)	X	X	X	X	X	X	X
<b>ENGINES</b> 2.5 litre (150 CID), I-4; 9.2:1 compression ratio; throttle-body injection 121 hp @ 5250 rpm, 141 lb-ft of torque @ 3250 rpm	S	S	S	S	S	S	S
4.0 litre (242 CID), I-6; 9.2:1 compression ratio; multi-port fuel injection 177 hp @ 4500 rpm, 224 lb-ft of torque @ 2500 rpm	X	X	X	X	S	X	X
<b>FUEL TANK</b> Standard-capacity, 18-gallon (shortbed only)	S	S	S	S	S	S	S
Standard-capacity, 16-gallon (longbed only)	—	S	—	S	—	S	—
Extra-capacity, 23.5-gallon (longbed only; NA with P195 tires)	—	X	—	X	—	X	—
<b>OFF-ROAD VEHICLE PACKAGE</b> High-pressure gas shocks (front and rear), P225/75R15 OWL radial tires, full-size spare, white styled steel wheels 15" x 7" (5), Skid Plate Package, tow hooks (front), (requires power steering, heavy-duty cooling, heavy-duty battery; NA 2.5L with 4-speed trans. or Big-Ton Payload Pkg.) (4WD models only)	X	X	X	X	—	X	X
<b>POWER DOOR LOCKS AND WINDOWS</b>	—	—	X	X	X	X	X
<b>SKID PLATE PACKAGE</b> Transfer case, fuel tank, and front suspension skid plates (4WD models only)	X	X	X	X	—	X	X
<b>STEERING</b> Manual recirculating ball, 24:1 ratio	S	S	S	S	S	S	S
Variable ratio power assist, 14:1 ratio	X	X	X	X	X	X	X
<b>SUSPENSION</b> Front—coil springs; stabilizer bar, steering damper and dual action shock absorbers	S	S	S	S	S	S	S
Rear—multi-leaf springs; dual action shock absorbers	S	S	S	S	S	S	S
Big-Ton Payload Package—2205 lbs. (See pages 16 and 17)	—	X	—	X	—	X	—
<b>TIRES</b> P195/75R15 black steel radial (all-weather)	S	S	—	—	—	—	—
P205/75R15 black steel radial (all-weather)	X	X	S	—	—	—	—

P205/75R15 white steel radial (all-weather)	X	X	X	X	—	—	X
P215/75R15 black Goodyear Wrangler® steel radial (all-terrain) (requires 15" x 7" wheels; NA 2.5L with 4-speed)	X	X	X	X	—	—	X
P215/75R15 OWL Michelin® steel radial (all-terrain) (requires 15" x 7" wheels; NA 2.5L with 4-speed)	X	X	X	X	—	—	X
P215/65R15 OWL Goodyear Eagle® GT steel radial	—	—	—	—	S	—	—
P225/75R15 black Goodyear Wrangler® steel radial (all-terrain) (requires 15" x 7" wheels; NA 2.5L with 4-speed)	X	X	X	X	—	X	X
P225/75R15 OWL Goodyear Wrangler® steel radial (all-terrain) (requires 15" x 7" wheels; NA 2.5L with 4-speed)	X	X	X	X	—	S	X
Compact limited-duty high-pressure spare	S	S	S	S	S	S	S
Conventional full-size spare (replaces compact limited-duty spare; requires matching 5th wheel)	X	X	X	X	X	X	X
<b>TOW HOOKS</b> Front (2) (4WD models only)	X	X	X	X	—	X	X
<b>TRAC-LOK REAR DIFFERENTIAL</b> (requires 4.0L engine and full-size spare)	X	X	X	X	X	X	X
<b>TRAILER TOWING PREP. PACKAGE, CLASS III</b>	X	X	X	X	X	X	X
<b>TRANSFER CASE</b> 2-speed NP 231 manual with shift-on-the-fly capability; includes low-range (2.72:1) (4WD models only)	S	S	S	S	—	S	S
<b>TRANSMISSIONS</b> Full-synchromesh 4-speed manual floor shift; clutch: 9.1-in. diameter disc w/hydraulic actuation	S	—	S	—	—	—	—
Full-synchromesh 5-speed manual overdrive floor shift; clutch: 9.1-in. diameter disc w/hydraulic actuation	X	S	X	S	S	S	S
4-speed automatic overdrive column shift with lock-up torque converter (requires bench seats and power steering w/4WD)	X	X	X	X	—	X	—
4-speed automatic overdrive floor shift with lock-up torque converter (requires bucket seats and power steering w/4WD)	X	X	X	X	X	X	X
<b>VISIBILITY GROUP</b> Dual non-electric remote control mirrors, intermittent wipers	X	X	X	X	X	X	X
<b>WHEELS</b> 15" x 6", 5-bolt, argent styled steel wheels with black hub covers and bright trim rings (4)	S	X	—	—	—	—	—
15" x 6", argent styled steel wheels with black hub covers (4)	—	S	—	—	—	—	—
15" x 6", 5-bolt, argent styled steel wheels with bright hub covers and bright trim rings (4)	—	—	—	—	—	S	—
15" x 7", 5-bolt, white styled steel spoker wheels with bright hub covers (4)	X	X	S	—	S	X	—
15" x 7", 5-bolt, 10-spoke, cast aluminum (NA with P195 tires or Big-Ton Pkg.) (4)	X	X	X	X	—	X	X
15" x 7", 5-bolt, 5-spoke, cast aluminum (NA with P195 tires) (4)	X	X	X	X	—	X	X
15" x 7", 10-hole, cast aluminum with bright hub covers (4)	—	—	—	—	S	—	—
<b>WINDSHIELD WASHER/WIPER</b> Electric with 2-speed wipers	S	S	S	S	S	S	S
Electric with intermittent wipers	X	X	X	X	X	X	X
<b>EXTERIOR</b>	1	2	3	4	5	6	7
<b>"B" PILLAR APPLIQUE</b> Black molded plastic	S	S	S	S	S	S	S
<b>BUMPERS</b> Front, black with black end caps	S	S	S	S	—	S	—
Front, silver with black end caps and black nerf strips with a bright insert	—	—	—	—	S	—	—
Front, bright with dark argent end caps	—	—	—	—	—	—	S

<b>BUMPER GUARDS</b> Front (2)	X	X	X	X	S	X	X
<b>FENDER FLARES AND AIR DAM</b> Black	S	S	—	—	S	—	—
Color-keyed	—	—	S	S	S	—	—
Dark argent	—	—	—	—	—	—	S
<b>FOG LAMPS</b> Halogen (requires bumper guards)	X	X	X	X	S	X	X
<b>GLASS</b> Tinted, all windows	X	X	X	X	X	X	X
<b>GRAPHICS</b> Bodyside decal	S	—	S	S	S	—	—
Blackout—graduated hood and grille opening panel striping, graduated lower bodyside and tailgate striping, graduated lower door tape with "Comanche Chief" cut-out	—	—	—	—	—	—	S
Dual hood, cowl, and grille opening panel striping, dual bodyside and liftgate striping	—	—	—	—	—	—	S
<b>GRILLE</b> Black	S	S	—	—	S	—	—
Black and argent	—	—	S	S	—	—	—
Color-keyed	—	—	—	—	S	—	—
Bright	—	—	—	—	—	—	S
<b>HEADLAMPS</b> Halogen	S	S	S	S	S	S	S
<b>MIRRORS</b> Black, door-mounted outside manual, driver's side	S	S	—	—	—	—	—
Black, sail-mounted outside manual, driver's side	—	—	S	S	S	—	—
Bright, sail-mounted remote-control, driver's side	—	—	—	—	—	—	S
Black, outside manual, right	X	X	X	X	X	X	X
Bright, outside remote-control, right	—	—	—	—	—	—	X
Dual swing-away low-profile trailer type	X	X	X	X	X	X	X
Dual non-electric remote-control	X	X	X	X	X	X	X
<b>MOLDINGS</b> Bright windshield surround and drip rails	S	S	—	—	—	—	S
Black windshield surround and drip rails	—	—	S	S	S	—	—
Black door window frames and division bars	S	S	S	S	S	S	S
Scuff molding, black bodyside	—	—	S	S	—	—	—
Scuff molding, black with bright insert	X	X	—	—	—	—	—
Scuff molding, dark argent lower bodyside with break stripe	—	—	—	—	—	—	S
<b>PAINT</b> Metallic	X	X	X	X	X	X	X
Clearcoat	S	S	S	S	S	S	S
Two-tone paint, Sport (low break)	X	X	X	X	—	—	—
Two-tone paint, Premium (mid break)	X	X	X	X	—	—	—
<b>PROTECTION GROUP</b> Bumper guards (front), floor mats, door edge guards (requires carpeting)	X	X	X	X	X	X	X
<b>REAR STEP BUMPER</b> Black	X	X	X	X	—	X	—
Bright	—	—	—	—	—	—	X
Silver	—	—	—	—	S	—	—
<b>REAR TUBE BUMPER</b> Black	X	X	X	X	—	X	—
<b>SIDE RAILS</b> Pickup box, bright	X	X	X	X	X	X	X
<b>SLIDING REAR WINDOW</b> (requires tinted glass)	X	X	X	X	X	X	X

<b>SPORT BAR</b> Black	X	X	X	X	X	X	X
<b>VENT WINDOW</b> Front doors, swing-out design (requires tinted glass)	X	X	X	X	X	X	X
<b>INTERIOR</b>	1	2	3	4	5	6	7
<b>ARMRESTS</b> Color-keyed, straight type	S	S	—	—	—	—	—
Color-keyed, hockey stick type	—	—	S	S	S	S	S
<b>CONSOLE</b> Mini	S	S	S	S	S	S	S
With armrest (requires bucket seats, floor carpeting, and floor trans.)	X	X	X	X	X	X	X
<b>DOME LIGHTS</b> Mounted on left and right "B" pillars	S	S	S	S	S	S	S
<b>DOOR TRIM PANELS</b> Color-keyed vinyl	S	S	—	—	—	—	—
Color-keyed custom vinyl w/lower nylon carpeting and stowage bin	—	—	S	S	S	S	S
<b>EXTRA-QUIET INSULATION PACKAGE</b> (requires floor carpeting)	X	X	X	X	X	X	X
<b>FLOOR COVERING</b> Black textured rubber	S	S	—	—	—	—	—
Color-keyed carpeting	X	X	S	S	S	S	S
<b>FLOOR MATS</b> Color-keyed (requires floor carpeting)	X	X	X	X	X	X	X
<b>BACK-OF-CAB COVERING</b> Color-keyed carpeting	X	X	X	X	X	X	X
<b>HEATER/DEFROSTER</b> Outside air climate control system with power ventilation and side window defrosters	S	S	S	S	S	S	S
<b>HEADLINER/SUN VISORS</b> Color-keyed, molded, fabric-covered	S	S	S	S	S	S	S
<b>HOOD RELEASE</b> Inside	S	S	S	S	S	S	S
<b>INSTRUMENT CLUSTER</b> Gauges—voltmeter, oil pressure, engine temperature, low fuel indicator light, trip odometer, liquid crystal display clock	X	X	X	X	X	X	X
Indicator lights—direction/4-way hazard, high beam, 4WD	S	S	S	S	S	S	S
Speedometer, fuel gauge	S	S	S	S	S	S	S
Tachometer (requires Gauge Group)	X	X	X	X	X	X	X
Warning lights—alternator, oil pressure, and engine temperature	S	S	S	S	—	S	—
Warning lights—seat belt, parking brake	S	S	S	S	S	S	S
<b>INSTRUMENT PANEL</b> Ashtray, tip-out—center-located	S	S	S	S	S	S	S
Cigar lighter	X	X	S	S	S	S	S
Cluster overlay—black with bright accents on vent louvers	S	S	—	—	—	—	—
Cluster overlay—black with bright accents on gauge surrounds and vent louvers	—	—	S	S	S	—	—
Cluster overlay—metal finish with bright accents	—	—	—	—	—	—	S
Energy-absorbing pad, color-keyed	S	S	S	S	S	S	S
Glove box with lock and light	S	S	S	S	S	S	S
Utility bin below glove box	S	S	S	S	S	S	S
<b>LIGHT GROUP</b> Ashtray light, cargo box light, courtesy lights, retractable underhood work light, headlights-on warning buzzer, lighted visor mirror, Sentinel headlamp switch	X	X	X	X	X	X	S
<b>MIRROR</b> Day/night rearview	S	S	S	S	S	S	S
<b>PASSENGER ASSIST HANDLE</b> Roof-mounted passenger side	—	—	S	S	S	S	S
<b>SEATS/SEAT BELTS</b> Bench with Celtic grain vinyl trim	S	S	—	—	—	—	—
Bench with tooled grain vinyl trim	—	—	S	S	—	—	—

Continued on next page

J E E P C O M A N C H E  
S P E C I F I C A T I O N S



Bench with Canyon fabric trim	X X X X - X -
Bucket wingback recliner with adjustable headrests-Luggage fabric	- - - - S - -
Bucket recliner with adjustable headrests-tooled grain vinyl	X X X X - X -
Bucket, wingback recliner with see-through headrests-Hunter's Plaid fabric	- - - - - S
Lap and shoulder belt restraint system	S S S S S S S
<b>SOUND SYSTEMS</b> AM monaural radio with 2 speakers	X X S S S S S
AM/FM electronically tuned stereo radio (4 dual-cone speakers)	X X X X X X X
AM/FM electronically tuned stereo cassette with Dolby® system (4 dual-cone speakers)	X X X X X X X
<b>STEERING WHEEL/COLUMN</b> Black plastic, 2-spoke	S S - - - - -
Color-keyed, soft-feel sport, 3-spoke	- - S S S S S
Color-keyed, leather-wrapped, 3-spoke	- - X X X X X
Tilt steering column (requires intermittent wipers)	X X X X X X X

<sup>1</sup>Available with Extra Quiet Insulation Package.

**DIMENSIONS & CAPACITIES**  
(inches unless otherwise specified)

	SHORTBED 2WD/4WD	LONGBED 2WD/4WD		
<b>LENGTH</b>			Rear Axle to Ground (at curb wt.)	
Wheelbase	113.1/112.9	119.6/119.4	-With P195 Tires	7.5 7.5
Overall Length (with-out rear step bumper)	179.3	194.0	-With P205 Tires	7.8 7.8
			-With P215 Tires	8.2 8.2
			-With P225 Tires	8.4 8.4
<b>OVERHANG</b>			Running Ground Clearance	9.4 9.4
Front	27.5	27.5	<b>TURNING DIAMETER</b>	
Rear (without bumper)	38.7/38.8	47.0/47.1	Curb to Curb	39.1 41.2
<b>WIDTH</b>			<b>INTERIOR COMPARTMENT</b>	
Tread-Front	57.0*	57.0*	Headroom	39.4 39.4
-Rear	57.0*	57.0*	Legroom	43.0 43.0
Overall Width (at rear wheelip extensions)	71.7	71.7	Shoulder Room	55.3 55.3
			Hiproom	55.3 55.3
<b>HEIGHT</b>			<b>CARGO COMPARTMENT</b>	
Overall Height-Curb	63.8/64.7	63.7/64.7	Overall Length at Floor	73.7 88.5
			Overall Width at Floor	55.3 55.3
<b>GROUND CLEARANCE</b>			Overall Width of Inside of Box	60.0 60.0
Angle of Approach	40.0°/41.7°	39.8°/41.5°	Width Between Wheelhouses	43.8 43.8
Angle of Departure	30.1°/31.5°	24.8°/26.1°	Width of Tailgate Opening	52.5 52.5
Breakover Angle	22.1°/24.4°	21.5°/23.7°	Box Depth	16.4 16.4
Front Axle to Ground (at curb wt.)			Cargo Volume (ft. <sup>3</sup> ) (includes wheelhouses)	38.6 46.4
-With P195 Tires	7.7	7.6		
-With P205 Tires	7.9	7.9		
-With P215 Tires	8.3	8.3		
-With P225 Tires	8.5	8.5		

\*58 inches when vehicle is equipped with 15" x 7" wheels (standard, Pioneer, Chief & Eliminator)

**MAXIMUM COMBINED VEHICLE AND TRAILER WEIGHT (GCWR)**

TRAILER TYPE	CLASS I		CLASS III	
	2WD	4WD	2WD	4WD
<b>SHORT WB</b>	6315 lbs.	6510 lbs.	8865 lbs.	9060 lbs.
<b>LONG WB</b>	6419 lbs.	6614 lbs.	8969 lbs.	9264 lbs.
<b>LONG WB BIG-TON PACKAGE</b>	6419 lbs.	6614 lbs.	9645 lbs.	9820 lbs.

**VEHICLE WEIGHTS AND PAYLOAD ALLOWANCE** (in pounds)

MODEL	CURB WEIGHT		GAWR	
	FRONT/REAR/TOTAL	GVWR	PAYLOAD*	FRONT/REAR
<b>STANDARD</b>				
<b>4x2 SWB</b>	1662/1250/2912	4387	1475	2500/2700
<b>4x4 SWB</b>	1814/1262/3076	4551	1475	2500/2700
<b>4x2 LWB</b>	1672/1287/2959	4434	1475	2500/2700
<b>4x4 LWB</b>	1830/1311/3141	4616	1475	2500/2700
<b>Optional</b>				
<b>4x2 LWB</b>	1672/1287/2959	5165	2205	2500/3400
<b>4x4 LWB</b>	1830/1311/3141	5347	2205	2500/3400

\*Payload rating represents the maximum allowable weight of people, cargo, and body equipment and is reduced by optional equipment weight

**1988 COMANCHE TOWING DATA**

	CLASS I	CLASS III
ROD: Required Equipment	REC: Recommended Equipment	
<b>MAX. TRAILER WEIGHT/TONGUE LOAD (LBS.)</b>	2000/200 <sup>1</sup>	5000/750 <sup>2</sup>
<b>PREP. PACKAGE W/HEAVY-DUTY REAR AXLE</b>	-	ROD
<b>4.0L (242 CID) I-6 ENGINE</b>	-	ROD
<b>AUTOMATIC TRANSMISSION</b>	-	ROD
<b>HEAVY-DUTY COOLING SYSTEM</b>	REC	ROD
<b>TIRES (P205 OR LARGER)</b>	ROD	ROD
<b>FULL SIZE SPARE TIRE</b>	-	ROD
<b>HEAVY-DUTY BATTERY</b>	REC	ROD
<b>POWER STEERING</b>	REC	ROD
<b>LOW PROFILE MIRRORS</b>	REC	REC
<b>EXTRA-CAPACITY FUEL TANK</b>	-	REC

<sup>1</sup>Maximum trailer frontal area, 25 sq. ft. <sup>2</sup>Maximum trailer frontal area, 64 sq. ft.; trailer sway-control required.

\*These charts are meant to serve as a quick-and-easy reference guide on how to properly equip your Jeep Comanche for towing. For specific details, however, discuss your plans with your Jeep dealer. He will help you select the right equipment to meet your specifications.

CAUTION: Never overload your vehicle beyond these design capacities. Jeep Corporation cannot be responsible for brake performance if the Jeep vehicle and trailer hydraulic brake systems are in any way connected. A separate brake system for all trailers weighing over 1000 pounds gross is recommended. (State laws should be checked for trailer brake requirements.)

See the Owner's Manual for important information regarding proper operation of this vehicle.

**TWO-TONE COMBINATIONS**

TWO-TONE PAINT CONFIGURATIONS	COLOR AVAILABILITY			MODEL AVAILABILITY	
	BODY	ACCENT	INTERIOR	BASE	PIONEER
<b>SPORT</b>	Dover Gray Metallic	Sterling Metallic	Charcoal	■	■
	Briarwood Metallic	Medium Bronze Metallic	Tan	■	■
	Grenadine Metallic	Sterling Metallic	Charcoal or Cordovan	■	■
	Pearl White	Coffee	Tan	■	■
	Classic Black	Dover Gray Metallic	Charcoal	■	■
	Dark Baltic Metallic	Sterling Metallic	Charcoal or Navy	■	■
<b>PREMIUM</b>	Briarwood Metallic	Medium Bronze Metallic	Tan	■	■
	Dover Gray Metallic	Sterling Metallic	Charcoal	■	■
	Grenadine Metallic	Sterling Metallic	Charcoal or Cordovan	■	■
	Pearl White	Coffee	Tan	■	■
	Classic Black	Dover Gray Metallic	Charcoal	■	■
	Dark Baltic Metallic	Sterling Metallic	Charcoal or Navy	■	■

**COLOR & TRIM**

(see your dealer for Color Guide)

**EXTERIOR COLORS**

(all paints are clearcoat)

Pearl White <sup>3</sup>
Classic Black <sup>1</sup>
Colorado Red
Buff Yellow <sup>3</sup>
Coffee <sup>2/3</sup>
Dover Gray Metallic
Sterling Metallic <sup>2/3</sup>
Dark Baltic Metallic <sup>1/3</sup>
Spinnaker Blue Metallic <sup>2/3</sup>
Grenadine Metallic <sup>2/3</sup>
Medium Bronze Metallic <sup>2/3</sup>

<sup>1</sup>Not available on Comanche Chief.

<sup>2</sup>Not available on Comanche Laredo.

<sup>3</sup>Not available on Comanche Eliminator.

Note: Metallic paints are extra cost.

**INTERIOR TRIM**

<b>HUNTER'S PLAID FABRIC</b>
STANDARD: Laredo
Charcoal Cordovan
<b>PREMIUM VINYL</b>
STANDARD: Pioneer, Chief with bench or optional bucket seats;
OPTIONAL: Base with optional bucket seats
Charcoal Navy Tan Cordovan
<b>CELTIC GRAIN VINYL</b>
STANDARD: Base
Charcoal Navy Tan Cordovan
<b>CANYON FABRIC</b>
OPTIONAL: Base, Pioneer, and Chief with bench seats
Charcoal Navy Tan Cordovan
<b>LUGGAGE FABRIC</b>
STANDARD: Eliminator
Charcoal

**1988 JEEP NEW VEHICLE LIMITED WARRANTY**

All 1988 Jeep vehicles are protected by the 1988 Jeep New Vehicle Limited Warranty. The Base Coverage portion of this warranty provides free repairs and service adjustments for 12 months/12,000 miles on most vehicle components.

Upon expiration of the Base Coverage, a number of specific powertrain components receive warranty protection for an additional 24 months/24,000 miles. The Powertrain Coverage, under the New Vehicle Limited Warranty, requires the owner to pay the first \$100 per repair visit for the repair or replacement of any covered items.

Ask your dealer about extended protection through factory-approved Jeep Service Contracts.

For additional information on warranty coverage and exclusions, consult the Warranty Guide section of your Owner's Manual.

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