

**Y**ou know Jeep. You know Wrangler. And you know Rubicon. But this one has one more defining point, and it's a huge one—its 392-cubic-inch (6.4-liter) pushrod V8, putting out 470 hp and 470 lb-ft of torque. In the face of EV pressures, customers—heavily attached to their power and presence—have clamored for the V8, maybe all the moreso. And Jeep has delivered, granting an extension for its “Final Edition.” This may be reminiscent of various rock bands doing a final tour, then coming back for another final tour, but there's the same reason in either case—people don't want all the fun to ever go away.

While most internal combustion Wranglers (including the Rubicon X) come as 2-Door or 4-Door;

Rubicon 392 is 4-Door only. Out of about 20 Wranglers (see sidebar), this is tops, at \$100,590 base.

The Rubicon 392 comes with the highest clearance and fording specs of any Wrangler (exception: approach, by a hair). Maximum off-road capability includes Selec-Trac full-time 4WD, gen-three Dana axles (with Tru-Lok electronic locking front, 44 HD full float rear), electronic sway disconnect, high-pressure monotube gas shocks, electro-hydraulic steering and more. The 392's 4-Door-only layout may be long for some rock-crawlers, an advantage for others, though the Final Edition adds an extra half-inch of clearance. The 4-Door is by far Wrangler's bigger seller, the probable reason for this decision on a model with lower production

volume, precluding making both.

The very presence of the big V8 is also a reminder that this may have high speed and open roads on its mind, as well. And for these conditions, especially if icy or slick, a longer wheelbase is always more stable. Plus, for a road trip, the 4-Door of course carries more people and cargo.

The basic mission of such a beast is to be great at either, neither at the expense of the other.

While off-roading speaks for itself with this one, it also has benefits in town. In challenging traffic, you not only have a good view of conditions, but

power aplenty on tap to break free from a jam, sharing your V8 soundtrack as a bonus. Even atop its big 35-inchers, the turning circle is reasonable, at 38.8 feet, Backing into parking is easy and accurate with the help of a solid camera system—and it's frankly fun to watch your knobbies rotating in the mirrors, as you do so. All in all, anything that's a little different in town is chalked up to its personality, thus inherently a plus.

This V8 Jeep quickly feels like home. You can't beat its power and acoustics, and with the future still uncertain, you can't beat the opportunity.

Yes, it's pricey, but compared to what? While Wrangler has a more than threefold price range, anyone shopping the Rubicon 392 is less likely to

compare with cheaper Jeeps, more likely, if anything, with a handful of pricier exotics. Here, brand and (again) personality will rule the decision. Comparing with the 285-horse V6 Rubicon X, at a lower price and offering the 2-Door option, may bring decision torment to some. But only a V8 is a V8, as any V8 fan will point out. And what a package this is, if you're able.

Who knows—there may be more change coming in the powertrain realm. Even since our drive, Stellantis announced the return of the HEMI® V8 to Ram, along with apologies from the newly re-Americanized upper echelons for “taking our eye off the ball” in the name of now-disappearing EV mandates. But the only thing certain about the future is its uncertainty. If you would love to see the V8 continue, vote with your wallet. It's the one sure way to never let this get away. ■

# Power. Don't fence me in.

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY	.....Toledo, Ohio
ENGINE/TRANS BUILD	.....Mexico / Germany
PARTS CONTENT	.....US/Can 68% / Mex 18%
ENGINE	.....6.4L (392 cu.in) V8, pushrod OV, 16v, w sodium-filled exhaust, hollow stem intake, 16 conv lifters w roller tips, seq multi-port EFI, returnless, Fuel Saver mode; deep-skirt cast iron block w cross-bolted main bearing caps, alum alloy heads w hemispherical combustion chambers
HP/TORQUE	.....470 hp / 470 lb-ft
ALTERNATOR / BATTERY	.....240A / 770 CCA
TRANSMISSION	.....8HP75 8-spd auto/OD: adaptive electronic or ERS driver-interactive manual control & electr torque conv
DRIVETRAIN	.....4x4
TRANSFER CASE	.....MP3022 Selec-Trac: full-time 4WD auto, 4HI, 4LO
AXLES	.....F: 3rd-gen Dana axles, Tru-Lok electronic locking diff; R: 3rd-gen Dana 44 HD Full Float, Tru-Lok electr locking diff
AXLE RATIO	.....(Rubicon 392) 4.56
SUSPENSION	.....F: solid axle, link coil, leading arms, high-pressure monotube gas shocks, track bar, coils, stblzr bar; R: solid axle, link coil, trailing arms, high-pressure monotube gas shocks, track bar, coils, stblzr bar
STEERING	.....electro-hydraulic pwr
BRAKES	.....F: 12.9 vented, twin piston floating; R: 14 vented, single piston floating
WHEELS	.....17x8 beadlock-capable cast alum, machined face, Smoke Bronze low-gloss paint pockets, mid-gloss black trim ring
TIRES	.....LT315/70R17
LENGTH / WHEELBASE	.....192.5 / 118.4 in
GROUND CLEARANCE	.....11.2 in
APPR/BRKOV/DEPART	.....46.7 / 24.5 / 39.8°
TURNING CIRCLE	.....(4-door) 38.8 ft
HEADROOM (F/R)	.....(hardtop) 40.8 / 40.3 in
LEGROOM (F/R)	.....41.2 / 38.3 in
CARGO CAPACITY	.....31.7 / 72.4 cu.ft
WEIGHT	.....5268 lb
TOW CAPACITY	.....3500 lb
FUEL / CAPACITY	.....91 oct prem unl / 21.5 gal
MPG	.....13/16/14 (city/hwy/comb)
BASE PRICE	..... <b>\$99,995</b>
PAINT: Hydro Blue Pearl-Coat	.....595
CUST PREF PKG 27J: Sky one-touch power-top, removable rear quarter-windows, power-top quarter-window storage bag	.....3995
MOPAR AIR COMPRESSOR	.....1995
DESTINATION CHARGE	.....1895
TOTAL	..... <b>\$108,475</b>

## 2025 JEEP WRANGLER LINEUP

WRANGLER (ICE)	2-DOOR	4-DOOR
Sport	\$32,690	\$37,290
Sport S	35,695	40,295
Willys	40,190	44,790
Sahara	---	49,370
Rubicon	47,550	52,050
Rubicon X	57,500	62,000
Rubicon 392	---	100,590
WRANGLER 4xe		
Sport S 4xe		\$50,695
Willys 4xe		56,030
Willys '41 4xe		60,525
Sahara 4xe		57,695
Rubicon 4xe		61,990
Rubicon X 4xe		70,940
Backcountry 4xe		64,885
High Altitude 4xe		tbd