

The first civilian version of the military-inspired short-wheelbase Jeep, made '42-'86. Encompasses everything from flat-fenders to Scramblers. Like many other early Jeep designations, "CJ" actually stands for something: Civilian Jeep. Various numbers followed the CJ designation, indicating different body styles within the CJ line.

- CJ-1 - The "AgriJeep" was the first commercial version of the MB, but was sold only as a farm vehicle in early 1944 and was not readily available for sale to the general public. Only twenty CJ-1 were produced, but none are known to have survived.
- CJ-2 - Also called the "Agrijeep", the CJ-2 was the pilot model of the CJ-2A. Only twenty-two were built in mid 1944, and of that twenty-two only two known restored survivors remain that have "Agrijeep" stamped on their data plates (CJ-2-09 and CJ-2-14), both of which are in Colorado. There are also seven other partially or unrestored CJ-2 in existence.
- CJ-2A - After scrapping the "Agrijeep" name in July of 1945, Willys began producing the flat-fender CJ-2A, very similar to the military MB except that the headlights bulge out of the grill instead of being inset. Unlike the MB, it featured a tailgate. 2As were produced until 1949.
- CJ-3A - A flat-fender, very similar to the military M38 ('48-53).
- CJ-3B - A flat-fender, the top of its hood sits 4" higher above the fenders than the 3A to clear the new F-head engine ('52-68).
- CJ-4 - Only one prototype is known to exist. It was discovered in 1997, still in the hands of its second owner. It looks like a 50/50 mix of a CJ-3A and a CJ-5, with only slightly-rounded fenders, an 81in wheelbase and the new Hurricane engine. The CJ-4 was originally sold to a factory employee after Willys decided on the CJ-3B model instead.
- CJ-5 - The Kaiser civilian version of the M38A1, but with the front shackles under the bumper like most other models. 81" ('55-'71) or 84" ('72-'83) wheelbase. Front fenders are rounded like all subsequent short-wheelbase Jeeps. Easily distinguished from the CJ-7 by a small doorway with a rounded, sloping rear edge.
- CJ-6 - Essentially a CJ-5 that was stretched 20" ('58-75), intended for use as a small pickup.
- CJ-7 - A compromise between the CJ-5 and CJ-6, having a 93.4" wheelbase (like the YJ and TJ). The body tub is very similar to the YJ and TJ, but the rear wheel wells are round instead of angular. Made '76-'86.
- CJ-8 - Also called a "Scrambler." Similar to a CJ-7, but with an extra 10" of wheelbase and an even longer rear overhang. Like the CJ-6, it was intended as a small pickup, but never really found its niche. Only 27,000 were made from '81-'86. Commonly seen with half-cab tops that surround only the front seats.
- CJ-10 - A more truck-like Jeep built mainly for export from 1981-85. A small number were also sold to the US Air Force for use in pulling aircraft around runways. These Jeeps had very stout drive trains compared with their smaller brethren. Easily distinguished by the square headlights in the fenders and the 10-slat grille.
- YJ - The original Wrangler, made '87-'95 (though production actually continued into March of '96). Rectangular headlights make it what some would refer to as the "bastard child" of the of the short-wheelbase line. Rear wheel wells are larger and more angled than the CJ-7, but otherwise the two are visually quite similar.
- TJ - The second generation Wrangler, made 1997-2006 (actually began shipping May of '96). Round headlights, coil suspension, and a much more car-like interior distinguish it from the YJ.
- LJ - The Wrangler Unlimited ('04-'07), essentially a long wheelbase version of the TJ and is reminiscent of the CJ-8 Scrambler.
- JK/JKL - The third generation Wrangler, introduced in 2007. It's somewhat larger than the TJ, and has a rounded windshield and body panels. JK is the 2-door version; JKL is the 4-door.