

CARGAZING

Thundering Trail Master

Jeep's Most Powerful Wrangler Delivers One Last Roar, For Now

By Derek Price

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The 2024 Jeep Wrangler Rubicon 392 Final Edition represents everything wonderful and absurd about American performance vehicles.

It's a 470-horsepower, V8-powered off-roader that can embarrass sports cars in straight-line acceleration while conquering terrain that would strand those same vehicles.

While Jeep's subsequent announcement that the 392 will continue into 2025 creates some awkward messaging around this "Final Edition," the vehicle itself remains an impressive testament to excessive engineering.

The combination of Jeep's most capable Rubicon trim with the proven 6.4-liter V8 creates an unlikely performance machine that somehow makes perfect sense once you experience it.

The numbers tell part of the story: 470 horsepower, 470 pound-feet of torque, 0-60 mph in 4.5 seconds. But the 392's character proves more compelling than its statistics.

The active dual-mode exhaust delivers a thunderous soundtrack that seems incongruous coming from a Wrangler, with purposeful pops and crackles in performance mode that would make muscle car owners envious.



A raised stance, bronze accents and quad exhaust outlets scream about the 392 Final Edition's performance.

Yet the 392 sacrifices none of the Wrangler's legendary capability. Our test vehicle came equipped with 35-inch BFGoodrich all-terrain tires, electronic locking differentials and an electronic front sway bar disconnect.

The two-inch factory lift and upgraded suspension components work with Jeep's Selec-Trac full-time four-wheel-drive system to maintain the Rubicon's go-anywhere reputation.

Inside, the 392 Final Edition adds premium touch-

es such as black Nappa leather seats with gold stitching, while maintaining the Wrangler's functional simplicity.

Physical controls for critical functions remain, and the 12.3-inch touchscreen proves easy to use. The Sky One-Touch power top on our tester provided open-air versatility without the complexity of removing traditional roof panels.

The driving experience requires some compromise. Despite improvements to the

suspension and steering, the 392 still exhibits typical Wrangler traits such as wandering steering and a firm ride.

The massive tires create notable road noise, though the V8's rumble provides pleasant distraction. Fuel economy, unsurprisingly, remains dismal at 13 mpg city and 16 highway.

At \$108,475 as tested, this Wrangler occupies rarefied air for an off-road vehicle. The price seems simultaneously outrageous and per-

fectly appropriate. This is, after all, both the most capable and most powerful factory Wrangler ever produced. Its very existence defies logic while delighting enthusiasts.

The 392 Final Edition exemplifies the current moment in automotive history, a gloriously excessive celebration of internal combustion as the industry leans toward electrification.

That Jeep has already extended its life into 2025 suggests the celebration isn't quite over.

AT A GLANCE

WHAT WAS TESTED?

2024 Jeep Wrangler Rubicon 392 Final Edition 4x4 (\$91,545). Options: Customer preferred package 27J (\$8,450), Sky One-Touch power top (\$3,995), air compressor by Mopar (\$1,995). Price as tested (including \$1,895 destination charge): \$108,475

BY THE NUMBERS

Wheelbase: 118.4 in.
Length: 192.5 in.
Width: 79.3 in.
Height: 80 in.
Engine: 6.4-liter V8 (470 hp, 470 lbs. ft.)
Transmission: Eight-speed automatic
Fuel Economy: 13 city, 16 highway

RATINGS

Style: 9
Performance: 10
Price: 2
Handling: 4
Ride: 6
Comfort: 4
Quality: 7
Overall: 8

WHY BUY IT?

The most powerful factory Wrangler ever combines sports car acceleration with unmatched off-road capability, creating an illogically perfect enthusiast vehicle.



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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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