

Loud, Proud Excess

Jeep Wrangler Moab 392 Makes No Sense, Total Sense

By Derek Price

CARGAZING.COM

There is no rational case for the 2026 Jeep Wrangler Moab 392.

It is a body-on-frame off-roader with solid axles and the aerodynamics of a brick, and Jeep dropped a 470-horsepower V8 into it. It costs as much as a nicely equipped luxury SUV and drinks fuel at a combined 14 mpg.

After a week behind the wheel, I loved every ridiculous minute of it.

The Moab 392 wins you over before you leave the driveway. Hit the remote start and the exhaust barks out a sharp pop before settling into a deep, throaty idle that announces itself to the entire neighborhood. It is gloriously antisocial.

I caught myself starting it just to hear that noise, which tells you everything about who this Jeep is for.

Power comes on hard and never lets up. The 6.4-liter HEMI makes 470 horsepower and 470 pound-feet of torque, and it scoots this two-and-a-half-ton box with an urgency that feels almost unfair.

A Wrangler should not move like this. It does anyway, and the eight-speed automatic shuffles gears smoothly enough to keep the fun coming.

The bigger surprise is what happens when the road turns.



The 2026 Jeep Wrangler Moab 392 combines beadlock-capable wheels, 35-inch tires and aggressive proportions that give the off-roader a wide, planted and muscular stance.

This is a tall, heavy SUV riding on 35-inch tires and a suspension built to crawl over boulders, so it has no business handling curves with any composure. Yet it does, in its own way. The mass and the height are always there, but the sheer thrust masks the physics. You point it, you bury the throttle and momentum sorts out the rest.

Physics still wins eventually. Push hard enough and you feel the weight, the height and the soft, trail-tuned suspension

all asking you to calm down. This is not a sports car, and it never pretends otherwise.

Around town and on the highway, though, it is far more livable than its character suggests. The exhaust quiets down at a cruise, with none of the tiresome drone that ruins so many aftermarket setups. You can hold a conversation. You can take a road trip. You just cannot do either of those things cheaply.

That brings up the part worth pausing on.

My tester wore the Sky One-Touch power top, an 8,000-pound Warn winch and the customer preferred package 27X, which alone added \$10,000. With premium paint, floor mats and destination, the sticker landed at \$86,320. That is a staggering number for a Wrangler.

Here is the honest part. The Moab 392 makes no sense as transportation. It is thirsty, expensive, and a four-cylinder Wrangler will follow it up nearly any trail for far less money. As a tool,

it is overkill.

As a toy, it is close to perfect.

The off-road credentials remain genuine, with a full-time transfer case, beadlock-capable wheels, 11.1 inches of ground clearance and 34 inches of water fording. You could absolutely take this thing rock crawling.

The cabin splits the difference between rugged and plush, with heated Nappa leather seats, a 12.3-inch touchscreen and a premium Alpine audio system you will rarely want to use because the engine sounds so good. Build quality reflects the Wrangler's utilitarian roots, with hard plastics and the wind noise that comes with removable-top territory.

It also has a tiny circle of rivals. A Ford Bronco Raptor brings more polish and a similar price, and a Mercedes-AMG G63 plays the same loud, illogical game for three times the money. Neither one carries the Wrangler's history or its open-air simplicity.

So skip the spreadsheet on this one.

The Moab 392 is an indulgence, a celebration of internal combustion in an era determined to legislate it away. It is ridiculous, and it knows it.

I went in expecting to roll my eyes at the price. I came out wanting one anyway.

AT A GLANCE

WHAT WAS TESTED?

2026 Jeep Wrangler Moab 392 4-Door 4x4 (\$69,995). Options: Premium paint (\$595), customer preferred package 27X (\$10,000), accessory rail (\$275), floor mats (\$170), Sky One-Touch power top (\$1,295), Warn winch (\$1,995). Price as tested (including \$1,995 destination charge): \$86,320

BY THE NUMBERS

Wheelbase: 118.4 in.
Length: 192.5 in.
Width: 79.3 in.
Height: 75.5 in.
Engine: 6.4-liter V8 (470 hp, 470 lb.-ft.)
Transmission: Eight-speed automatic
MPG: 13 city, 16 highway

RATINGS

Style: 9
Performance: 9
Price: 5
Handling: 6
Ride: 6
Comfort: 6
Quality: 7
Overall: 8

WHY BUY IT?

The Wrangler Moab 392 is for the buyer who wants a gloriously impractical V8 toy with genuine off-road hardware and a soundtrack that makes every drive feel like an event.

CARGAZING



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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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