

OVER THE ROUGH STUFF

No question that each of these turbo-diesels had more than enough stick to handle most off-road duties with one piston tied behind its back. Turbo-lag wasn't a factor in low-range, although the Cherokee's upshifts weren't as seamless as the Grand's. They both ran away downhill (like all automatics), but slower than any Nissan or Mitsubishi auto you'd care to name.

UP THE RAMP

	FRONT	REAR	AVERAGE
Grand Cherokee 2.7	589	660	624.5
Cherokee Sport 2.8	521	515	518.0



A quick run up the ramp (see table) before leaving *4WD Monthly* HQ had given us a clue what to expect in the rough stuff. True to its previous form, the Grand Cherokee's RTI was well into the 600s, but the Cherokee was more than 100 points behind.

Sure enough, when the going got really tough the WG was head and shoulders above the KJ. No amount of urging could get the Cherokee through our deep ruts test. Nowhere near enough articulation, and no traction from the open front diff. One wheel spun in the air and the other sat rock-steady on the ground. When we backed out, the diff had graded a centimetre or so off the soft dirt crown.



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