



Jeepin by AL LLC.

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Taking the Jeep Liberty to New Heights!

Press Release 3-20-2010

For immediate release

Jeepin By AL's Jeep Liberty front Axle Swap

Steel Front Diff for 2002-2007

Dana 30 axle housing for the IFS on [Jeep Liberty KJ](#)

- Replace factory aluminum with stronger steel
- Install lower gears 4:56 or 4:88
 - Use bigger tires
 - Go bigger with the lift kits
- This is a bolt in housing (No welding)
- Use factory CVs or our cut down units
- Better ride than a SFA
- No more Mall Crawling do extreme off roading!!
- Direct replacement for Chryslers Part #5066049AB



Video: http://www.youtube.com/watch?v=ZT_frQF5EFl

Are you in need of a stronger front axle for your Jeep Liberty?

Do you love the smooth rider of the IFS?

If you were thinking of a solid front axle swap, I have a better idea, do a JBA steel Dana 30 front axle swap. You can put gears in as low as 4:88 and 36" tires. Yes, you can keep your stock gears in if you have a CRD.

But why would you want to take away the ride quality of the IFS? You say more travel! Did you know with the JBA Adjust-A-Struts, you will get 9" of travel on the IFS!

Yes, you will need to cut the CVs 1/2" and disconnect the anti sway bar. But 9" of travel is very cool for an IFS. Best of all you get to keep the smooth ride!!

Turn your Jeep Liberty into a mean off road machine and your spouse will still enjoy your Liberty as a daily driver!

This is a perfect fit bolt in replacement! No cutting and welding! Remove, replace and drive the same day!

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Testimonial

Jeepin by Al,

I've put about 1500 miles on the new JBA steel diff and love it. Nothing like having the confidence to try obstacles that I would have thought twice before trying with the old diff. I've put it through its paces, including putting the new front ARB locker. My Liberty climbed everything I tried. I think the toughest test I've put it through is running in full time 4wd up to 70 mph. The new gears ran quiet with no whine, just like the stock diff.

Thanks

Scott Haggard
Elgin IL

Testimonial

[John Tallant] I took the Liberty out and wheeled it pretty hard, one time climbing up an obstacle in a way that probably would have blown another D30a. As I lifted a left front tire spinning it with a good bit of momentum and throttle when it came back down with a fair amount of force to a near dead stop. The tire just chirped a bit, grabbed traction and kept going.



Front view of the Dana 30 SIFS
For the Jeep Liberty



Top view of the Dana 30 SIFS