

2002 JEEP® LIBERTY



# THE NEXT

GREAT JEEP® IDEA.

The signature grille and round headlamps declare its legendary roots — Willys MB, Jeep CJ and Jeep Wrangler. This 60-year heritage of 4x4 leadership is precisely what allows the 2002 Jeep Liberty to break fresh ground: with a rugged suspension system that smoothes



slickrock and blacktop, an exceptionally refined 3.7L Power Tech V6 engine\* that delivers 210 horsepower, and available supplemental side air bags\*\* that offer a new level of protection. With responsive on-road agility alongside its legendary off-road capability, Jeep Liberty stands ready for adventure.

\*Optional.

\*\* Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.



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JEEP. LIBERTY LIMITED EDITION



BRIGHT SILVER

FROM SKETCHES

TO

STEEL.

**These elements helped sculpt its design: wind, rain, mud, snow, granite, dirt. Yes, even pavement. These features will infuse a legendary brand with remarkable new energy: an all-new suspension system, available 3.7L Power Tech V6 engine, unique rear swing gate and flipper glass mechanism. These sketches became steel. This concept — reality. Jeep Liberty for 2002.**

To capture the heritage of the original Willys MB through all the Jeep CJs to TJs (1997-present Wrangler models), round headlamps were integral from the beginning stage of the 2002 Jeep Liberty design process. The headlamp forms, flanking the signature vertical slats of the grille and slightly exposed above the hood, extend into the hood surface and add distinction and character up front. Below them, a muscular front fascia leads right into wide wheel flares — bringing capability, strength and power to the design. A high roofline ends at the outside, rear-mounted spare tire, suggesting a Wrangler lineage while opening up valuable interior

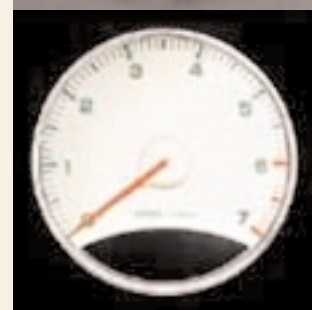
storage space. This airiness is immediately evident in an all-new interior that harmonizes nicely with the exterior theme. Circular door pulls curve into your hands, providing excellent grip. Round air outlets maximize airflow while adding an upscale look. Well-tailored, supportive front seats and a large glass area provide excellent command-of-road feel. From the instrument cluster to the sculpted door-trim panels, Liberty's highly functional interior offers spaciousness, comfort and all the other features you'll need to enjoy the ride — whether you're heading out on the trails or hitting the highway.



Liberty's round headlamps lead a sculptured form into the hood surface, borrowing exterior design cues from the popular Jeepster concept vehicle.



The high roofline and jaunty air of Liberty were themes first explored on the four-door Wrangler concept: Jeep Dakar.





TWO TRACK?  
COMMAND-TRAC®. SELEC-TRAC®.

# DIRT TRACK?

It all starts here, with two rugged and dependable transfer cases backed by 60 years of off-road experience. Both Command-Trac and Selec-Trac feature high-range four-wheel drive (4WD) for light off-road use. Unlike many competitive systems, they also feature low-range 4WD for more extreme conditions. When plowing through snow, churning through a muddy trail or even pulling logs out of the water, it's low-range 4WD — which more than doubles the transfer case gear ratio — that you learn to rely on. And it's there, in the 2002 Jeep Liberty.



Perhaps the only time you consider your vehicle's water fording capabilities is at the edge of a flooded avenue or a designated water crossing off-road. Jeep engineers think about it a lot more often. That's why they thought to high-mount the air intake, breather/vent tubes, electrical connections, alternator, compressor, and wiring in the engine bay of Liberty. They also added drain holes to all underbody components and the skid plates to let trapped water out once you're safely on the other side.



"On the Rubicon Trail ... Mark Smith, famous Jeep Jamboree-er and noted off-road expert, took Liberty up the notoriously taxing Cadillac Hill, got out, and declared, 'This is a Jeep (vehicle),' " *Automobile Magazine* said.

After its Rubicon run, *Motor Trend* concurred, saying "The Liberty quickly proved it lives up to its Jeep heritage, climbing over felled trees and large rocks with aplomb ... Whatever the obstacle, the Liberty tackled it with ease."

The superior off-road capability of Liberty Sport and Limited Edition 4WD models starts with short front and rear overhangs, a full eight inches of suspension travel and a choice of two trail-tested 4WD systems with high and low range.

The Command-Trac shift-on-the-fly, part-time 4WD system is standard on Liberty Sport. Shift-on-the-fly lets you move from two-wheel drive (2WD) to 4WD high range (2H to 4H on the transfer case gear selector) at speeds up to 55 mph. Part-time means you only engage 4WD as you need it — off-road or on slick surfaces. When returning to dry, paved surfaces, shift back into 2WD.

The Selec-Trac shift-on-the-fly, full-time 4WD system, standard on Limited Edition G Package models, works the same way as Command-Trac in its basic operation — with one major exception. Selec-Trac features a 4 FULL-TIME mode that can remain engaged over all road surfaces without drivetrain damage or a loss in fuel economy. Instead of having to shift back and forth between 2WD and 4WD as road conditions change, 4 FULL-TIME gives you the added convenience of remaining in this mode year-round.

Strong main shafts in each transfer case absorb high torque peaks, while a needle bearing on the shifter mechanism improves shift effort and feel. To reduce transmission of noise, a rubber-isolated torsional damper on the output shaft helps keep things quiet.

**Approach Angle:** starting from level ground, the degree of slope a 4x4 can approach without scraping the front undercarriage. **Breakover Angle:** the degree of slope that defines the largest hill that a 4x4 can travel over without scraping against its underbody components. **Departure Angle:** in returning to level ground, the degree of slope a 4x4 can depart from without scraping the rear undercarriage. **All the Right Angles:** the 2002 Jeep Liberty, whose high approach, departure and breakover angles increase off-road ability. "It's one comfy, refined rock hopper," *Car and Driver* said.



And that's only the beginning.

Jeep engineers worked hard to make Liberty's undercarriage as snaggle-free as possible. You won't find low-hanging wires or cables. Front and rear stabilizer bars are tucked up, out of danger's way. Tapered flanges on the front lower control arms allow for the suspension to "ride" over objects. For the errant rock strike off-road or curb impact in the parking lot, the heavy-duty, cast iron makeup of these control arms is designed to withstand the impact. Shock absorbers are low-pressure, gas-charged to prevent cavitation (the formation of air pockets that reduce damping characteristics) during rough-road operation. In the rear, outboard location-mounted shock absorbers allow Liberty to

crawl over objects without impacting the shocks. Even the Next Generation multistage driver and front-passenger air bags\* are off-road "capable." Special tuning helps ensure the air bags do not deploy during the bumps of off-road driving.

Finally, before a Jeep vehicle ever lands in your driveway, it must pass a series of AK3 durability runs — one tough set of engineering tests. Derived from the original testing the Willys MB was subjected to as it became combat ready, these trials include 15,000 off-road miles.

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.



Floor-mounted and close to the driver for ease of operation, the shift lever for the Command-Trac® or Selec-Trac® 4WD system is directly to the left of the vehicle transmission shift lever.

Along with a 24.3-degree breakover angle, Liberty's short front and rear overhangs produce high angles of approach (38.0 degrees) and departure (32.3 degrees).





With a compressed design that mounts up, as far away from the ground as possible, Liberty's high-strength steel skid plates help protect the front suspension (shown), transfer case and fuel tank from impact-related damage. The front suspension skid plate is standard on Liberty 4WD models. The transfer case and fuel tank skid plates are part of the available Off-Road Group, which also includes tow hooks, heavy-duty cooling, aggressive 16-inch Goodyear all-terrain tires and a Trac-Lok rear differential.



Sixty years of off-road expertise has shown us that, in extremely rugged terrain, you have more vehicle control without the clutch. That's why Jeep engineers added a new sensor that overrides the Clutch-Starter Interlock for Liberty 4WD models equipped with a manual transmission. Whenever low-range 4WD is engaged, you can start and stop the vehicle in gear, something you'll greatly appreciate when you're sitting at a 45-degree angle on a slab of slickrock. Another off-road aid in low-range 4WD is the fact that the engine automatically recalibrates to a higher idle and throttle-body strategy for low-speed rock crawling.





WE'VE PROVEN HOW

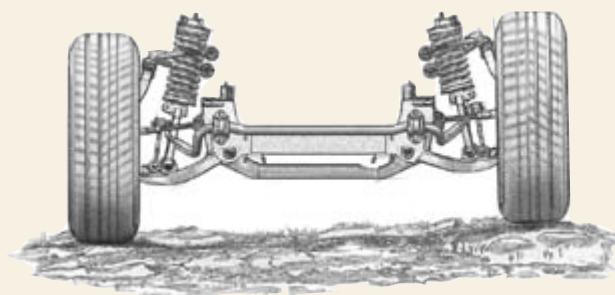
# INDEPENDENT

A JEEP SUSPENSION CAN BE.

As comfortable climbing rocks as it is everywhere in between, Liberty is guided by an all-new IS43 suspension system (Independent front, Solid axle rear, 4-link front, 3-link rear) as distinct as the round headlamps and signature grille that grace its front end. Along with eight inches of suspension travel, short front and rear overhangs and a choice of two trail-tested four-wheel-drive systems, the IS43 suspension conquers the obstacles of off-road driving while keeping you more comfortable along the way. As the boulders on the Rubicon can attest, this system is rock solid.

**Unforgiveness reigns on the Rubicon Trail.** Its narrow passages, granite slabs and near-vertical drops can crumple sheet metal and snap differentials without even trying. Precisely why Jeep engineers come here to test and perfect new models. Before any 4x4 gets to wear the Jeep name, it must prove itself on the most challenging off-road trail in America. Is it tough enough? Are its components durable enough? In short, is it Jeep enough?

You can answer "yes" to all of these questions when you're talking about Liberty's all-new, coil-spring independent front suspension (IFS). "Jeep has outdone them all (other manufacturers) in developing an IFS system that's beefy and durable. Most important, though, is the amount of suspension travel — eight inches up and down — which is impressive in a stock IFS vehicle," *Petersen's 4-Wheel & Off-Road* said. On- or

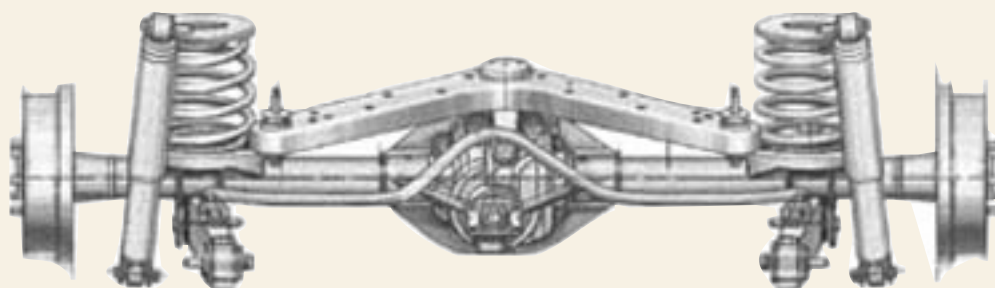


The independent front suspension of Liberty's IS43 suspension system is tough enough to withstand the rigors of off-road driving, yet agile enough to deliver exceptional ride and handling on pavement.

off-road, the IFS moves with the motion of any grade condition, including rutty, rocky or unreliable roads. In addition, it provides the combination of articulation and suspension travel needed to keep the tires in contact with terra firma when rock crawling off-road. This is achieved, in part, with sturdy control arms — cast-iron lower and forged steel upper — coupled to a cast-iron steering knuckle that provide a stable suspension base. Concentric coil springs and shock absorbers mount above the upper arms for protection from off-road hazards and to facilitate a tight turning diameter (35.9 feet). Standard shock absorbers use next-generation deflected-disc valves to reduce harshness and improve ride quality. Microcellular urethane jounce bumpers mount above the upper ball joints and engage the front suspension early in jounce travel, reducing harshness and the possibility of "bottoming out" when encountering large bumps. For long life, the control arms, stabilizer bars and steering knuckles are painted with black enamel to resist corrosion.

In the rear, a link-coil, solid-axle setup completes the IS43 suspension. A trailing A-shaped upper arm, dual-trailing lower arms, coil springs and a stabilizer bar control rear axle movement and provide a smooth, comfortable ride. And Liberty's all-new power rack-and-pinion steering system, the first on a Jeep vehicle, offers precise and positive driver feedback — a fact you'll truly appreciate on a mountain switchback or treacherous off-road trail.

A solid axle, link-coil rear suspension reduces body lean during cornering. Progressive-rate coil springs help maintain consistent ride and handling while the vehicle is loaded.





**A** Cast-Iron Lower Control Arms. Rubicon proven, these stout castings are lightweight yet incredibly durable.

**B** Front Stabilizer Bar. Helps reduce body lean, adds stability in the corners and is high mounted to not impede off-road travel.

**C** Front Skid Plate. Made of high-strength steel, this helps protect the engine and independent front suspension components from damage.

**D** Transfer Case. Backed by 60 years of off-road adventure, part-time Command-Trac® or full-time Selec-Trac® can confidently take you to the unpaved world.

**E** Tubular Lower Control Arms. The boxed arms of Liberty's solid-axle rear suspension feature smooth bottoms to help ride over objects off-road.

**F** Rear A-Shaped Upper Arm. Improves rear axle articulation, reduces body lean and allows Liberty to corner flatter in turns.

**G** Rear Stabilizer Bar. Adds stability on blacktop and is high mounted to not impede travel off-road.







JEEP. LIBERTY SPORT



FLAME RED

ON-ROAD PERFORMANCE  2002 JEEP® LIBERTY

PRECISE AND

**AGILE,**

ON SOIL AND STREET.

As a Jeep vehicle, you'd expect the 2002 Liberty to be one with nature. But given its mastery of the backcountry, you'll be astounded at how well it communes with pavement. While the IS43 suspension system was built to withstand the rigors of off-road driving, Jeep engineers fine-tuned its on-road ride and handling to be nothing short of exceptional. This mastery of both worlds, slickrock and blacktop, gives Liberty a balance that is unrivaled. On-road. Off-road. Any road.



A Steel Blue Limited Edition outfitted with Molded Running Boards, Molded Brush Guard and Taillamp Guards from the Mopar Accessories collection.





The effort, feel and response of Liberty's all-new rack-and-pinion steering are precisely tuned to provide the driver with decisive feedback and ultimate control — taking the concept of "fun-to-drive" to a whole new level.

The all-new IS43 suspension system delivers a solid, precise steering feel and steady straight-line stopping to help you conquer rush-hour travel. "On the highway, the Liberty drives like something born to blitz pavement," *Four Wheeler* said.

Mounting the front coil springs and shock absorbers above the upper control arms attains a tight turning diameter (35.9 feet), which you'll appreciate on narrow trails and city streets. And careful selection of coil spring rates and shock absorber valving help produce Liberty's fluid on-road ride.

In the rear, a solid-axle, link-coil suspension contributes to the smooth ride, while progressive-rate springs help maintain consistent handling, whether you're driving alone, carrying passengers or towing a trailer.

Front and rear stabilizer bars work to minimize body lean when cornering and help balance the front-to-rear tire load distribution, contributing to Liberty's outstanding on-road manners. Goodyear tires specially engineered for excellent wet traction strive to heighten your confidence behind the wheel.

An all-new power rack-and-pinion steering system provides definitive control for the driver and improves your "feel" of the road. "The UniFrame construction is the stiffest Jeep has ever produced," said *Petersen's 4-Wheel & Off-Road*, resulting in "better handling on the road and long-lasting durability off the pavement."

To top it off, all suspension pivot points and steering linkage pivots either use rubber bushings, or are pre-lubricated and sealed. This eliminates any need for the typical periodic chassis lubrication. And makes your life a little easier.



MUSCLE WITH

## MANNERS.

Powerful engines with ample low-end torque are a Jeep Brand hallmark. Liberty's all-new 3.7L Power Tech V6 and 2.4L Power Tech I-4\* combine raw power with ingenuity. The first Jeep engine with an active knock-sensor system, the V6 maximizes performance while backing off the spark automatically in conditions where knock may be present. And for challenging off-road situations, both engines automatically recalibrate to a different idle and throttle-body strategy whenever low-range 4WD is engaged. Strength — and intellect. That's a powerful combination.



An all-new 12-valve, SOHC 3.7L Power Tech V6 is standard on Limited Edition (optional on Sport). For smooth operation, the V6 features a centrally mounted eccentric balance shaft.

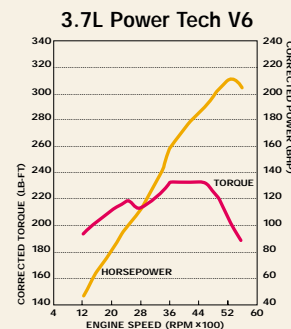


The cast-iron block and bedplate of Liberty Sport's standard 16-valve, DOHC 2.4L Power Tech I-4 engine enhances structural rigidity for durability and quiet operation at high rpm's.

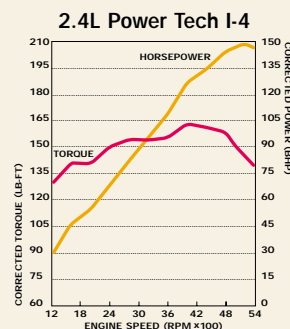
The first new Jeep vehicle of the 21st century features an all-new 3.7L Power Tech V6 designed with similar architecture as the highly acclaimed 4.7L Power Tech V8 available on Jeep Grand Cherokee. Fast-burn combustion chambers, coil-on-plug ignition, maximized airflow and fuel injectors mounted in the aluminum cylinder heads help the 90-degree V6 attain 210 horsepower and 235 pound-feet of torque. "It is plenty powerful in this package," said *Petersen's 4-Wheel & Off-Road*, "and the matching auto tranny works like a dream."

Premium gasketing materials and gasket designs make the engine virtually "weep-free," while direct mounting of the alternator, power steering pump and air conditioning compressor with a single belt drive reduces engine weight. Two knock sensors — mounted on each bank of the engine — maximize power and performance in normal operating ranges. In high temperature or low humidity conditions, where knock may be present, it automatically backs off the spark. This active knock-sensor system, a Jeep vehicle first, allows the V6 to achieve premium fuel performance while maintaining regular unleaded fuel capability. Many competitive engines require premium fuel to achieve similar performance.

A multispeed electronically controlled automatic transmission is available with the V6, providing smooth shifts, potent passing power, quiet operation and improved fuel efficiency. It is the only transmission in its class with a reverse gear ratio the same as its first gear ratio (3.00:1) —



The 3.7L Power Tech V6 provides 210 horsepower @ 5,200 rpm and 235 pound-feet of torque @ 4,000 rpm.



The 2.4L Power Tech I-4 provides 150 horsepower @ 5,200 rpm and 165 pound-feet of torque @ 4,000 rpm.

which provides more torque when backing up a heavy trailer. In addition, an alternate second gear helps smooth downshifts and maintains higher vehicle speeds when towing. An even-shifting five-speed manual transmission\* is standard. A reverse lock-out feature on this transmission prevents accidentally downshifting into reverse when moving into 4th gear, avoiding a possible gear clash.

Standard on Liberty Sport is a 2.4L Power Tech I-4 engine that's teamed with a durable five-speed manual transmission. The direct-ignition I-4 offers heady throttle response and high torque output for heavy loads and passing capability. State-of-the-art synchronizers and single-rail shift mechanism in the five-speed provide crisp shifts at all times, while a specially-formulated synchromesh transmission fluid helps make low-temperature shifting easy.

\*Late availability.





With generous low-end torque in both engines, Liberty has hard-working power aplenty. "The engines and transmissions we sampled both are wonderful on-road and off, with the engines providing excellent torque for rockcrawling and the transmission shifting smoothly," *Four Wheeler* said. When properly equipped, Liberty can tow up to 5,000 pounds with the 3.7L Power Tech V6 and multispeed automatic transmission. With a five-speed manual transmission, towing capability is 3,500 pounds with the V6 and 2,000 pounds with the I-4 engine.

The low-end torque of both Liberty engines can do you — and others — a lot of good. This Patriot Blue Liberty Sport helped clear logs that weighed in excess of one ton from the south fork of the American River, clearing the stream for water rafters and other outdoor recreationists.







JEEP. LIBERTY SPORT



SALSA RED





LIMITED EDITION INSTRUMENT PANEL



DARK SLATE GRAY

# A WELL- ROUNDED

INDIVIDUAL.

**Most people expect an interior to be functional. Some just go for looks. All will be satisfied with the 2002 Jeep Liberty. From the instrument cluster to the door-trim panels, Liberty's all-new interior exemplifies extraordinary attention to detail. It is sculpted to offer spaciousness, comfort and all the other features you'll need to enjoy the ride — whether you're heading out on the trails or hitting the highway.**

**Jump in and you'll appreciate** the well-tailored, shapely front bucket seats. They offer outstanding lateral and thigh support, perfect for tackling rough terrain. In fact, *Car and Driver* found the seats to be “high, properly angled and bolstered, and truly comfortable.” Whether camping or commuting, Limited Edition's available heated, power, leather-trimmed driver and front-passenger seats make any drive more enjoyable.

Thoughtfully placed controls put you immediately in command behind the wheel. From wipers to rear defroster, you'll find everything you need, right where you need it. The blue-green glow of the large backlit gauges, as well as the climate control and radio displays, helps naturally lead your eye to important information while driving at night. In addition, essential switches are illuminated for ease of use after the sun goes down.

“We're impressed by the high level of interior detailing ... Easily read gauges are light-faced and oversized, with bright trim rings. Big, handy grab

handles grace both A-posts,” *Motor Trend* said.

Theater-style lighting, standard on all Liberty models, adds a touch of drama. Take it a bit further on Limited Edition with available Light Taupe leather-trimmed seats and Dark Slate Gray carpet and door-trim panels. When added to its distinctive satin chrome accents, this contemporary interior choice results in a striking, high-contrast look.

In the rear, passengers can enjoy easy entry/exit through wide rear doors and plenty of leg room, benefits of Liberty's long wheelbase. They can also access their own set of power rear window switches on the back side of the center console (when equipped).

For turn-by-turn route guidance, a Mopar Navigation System that uses Global Positioning System (GPS) satellite technology and an onboard computer is available as a dealer-installed accessory. See the Liberty Sport and Limited Edition specifications pages for some other accessory options.

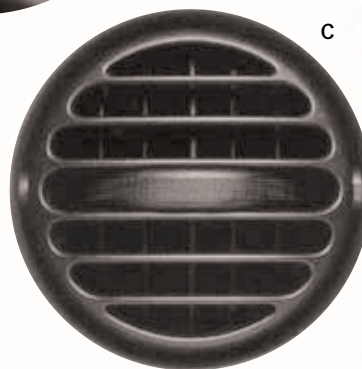
Go ahead, let the sun shine in — through Liberty's available tilt-and-slide power sunroof. Solar-tint glass offers protection for your interior and objects left on seats. An “express-open” switch makes for quick, easy operation.



Liberty's available CD changer can load up to six discs at a time and is mounted in the right cargo area trim panel.







A) The available Infinity® premium sound system includes convenient audio controls on the back of the leather-wrapped steering wheel and six premium speakers.

B) Rest your arm on the padded center console, and your fingers naturally land near the available power window switches located there. Just below, dual removable cup holders make cleaning up spills easy. Under the armrest is the perfect place to stow your music or other valuables out of sight.

C) Liberty's rounded air outlets allow quick, easy redirection of airflow to keep driver and passengers comfortable.

D) Rear-seat outboard passengers can make use of the innovative door-trim pockets designed to hold a 20-ounce bottle securely in place.

E) Liberty's circular door pulls curve into your hand, providing excellent grip.

F) An available overhead console houses courtesy/reading lamps, a mini-trip computer and the HomeLink® Universal Transceiver. HomeLink can be customized to operate up to three different radio frequencies, such as your garage door opener or home security system.



An AM/FM stereo radio with cassette player and CD changer controls (top) is standard on Sport models. An AM/FM stereo radio with CD player and CD changer controls (not shown) is standard on Limited Edition F Package models. An AM/FM stereo radio with cassette and CD players and CD changer controls (bottom) is also available (standard on Limited Edition G Package models).

LIMITED EDITION HIGH-CONTRAST INTERIOR



DARK SLATE GRAY/LIGHT TAUPE





# YOUR ACCESS TO WIDE-OPEN SPACES.

Out on the open range shouldn't be the only place you stretch your legs. The 2002 Jeep Liberty is designed to carry all your gear and leave room for you to enjoy the journey. Driver and passengers alike will enjoy the comfortable, open, airy feel and exceptional front and rear head room created by Liberty's high roofline. Not to mention the shoulder room, hip room and rear-seat leg room created by its long wheelbase and wide track.

With a 65/35 split-folding rear seat standard, Liberty stands ready to accommodate whatever you decide to take along. Each rear seat folds in a convenient one-hand operation, with no need to remove the headrest. Just pull the release latch at the outside top of either seat and fold the seatback and cushion forward in a single motion. With seats folded, the cargo area

carpet extends up over the hinges to form a smooth, continuous load surface.

Sturdy D-ring tie-downs are attached to the rear trim panels in the cargo area, one on each side of the vehicle. Plus, four rugged tie-down bars, recessed into the carpet, are also available to help strap items securely in place.

Whether camping in the great outdoors or tailgating at the local football game, you'll find the available cargo area 12-volt power outlet indispensable. Of course, there is also a standard accessory power outlet up front, as well as a cigar lighter that doubles as an outlet.

Access to Liberty's versatile cargo area is made easy by the unique latch system on the rear swing gate and flipper glass, whose one-handed operation "works much better than anything else on the market," according to *Petersen's 4-Wheel & Off-Road* magazine.

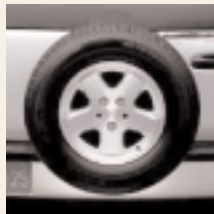


When you've got considerable amounts of gear to pack, pull the latch all the way out, opening the swing gate as the flipper glass raises on its own. Or, simply pull back the latch halfway to release just the flipper glass. It raises automatically — handy for stowing small packages in a hurry.

Properly secure all cargo.

With a 104.3-inch wheelbase, Liberty provides a generous 37.2 inches of rear-seat leg room, and allows passengers to easily enter and exit through spacious rear doors.

## VERSATILITY 2002 JEEP® LIBERTY



A



B



C



D



E

A) A rear-mounted spare tire increases interior cargo capacity while adding style reminiscent of Jeep Wrangler to the exterior.

B) A retractable cargo cover (standard on Limited Edition, available on Sport) keeps your cargo area contents safely under wraps.

C) Tuck small items into this handy available cubby bin in the cargo area.

D) Shopping bag hooks have been thoughtfully integrated into the rear seatbacks to keep precious goods from doing the traveling.

E) Liberty's jack, jack handle and tools are stored in their own removable case beneath the rear seat. So, you'll never have to remove your cargo just to change a flat.

Below) Liberty Sport cloth interior available in Dark Slate Gray (shown) and Taupe. With the rear seats folded, Liberty puts 69.0 cubic feet of cargo space at your disposal. Bringing some friends along? You still have 29.0 cubic feet behind the rear seats.

Properly secure all cargo.





OUR COMPREHENSIVE

# PROTECTION

PLAN.

We've got you covered, inside and out. Even on the most rain-drenched stretch of road, you'll drive with confidence, enjoying the command-of-road driving position created by Liberty's upright stance. The high seating position, sweeping windshield, sloping hood and short front overhang allow a great view of your environment. Combining a broad range of active and passive elements, the occupant safety system of the 2002 Jeep Liberty is truly first-class.

Especially when the weather is less than ideal, you can count on Liberty's impressive list of safety features to get you through. Standard variably intermittent front windshield wipers, rear window wiper, rear defroster and optional fog lamps keep your lines of view clear, even at highway speeds. The low washer fluid warning lamp helps make sure you've got cleaning power when you need it.



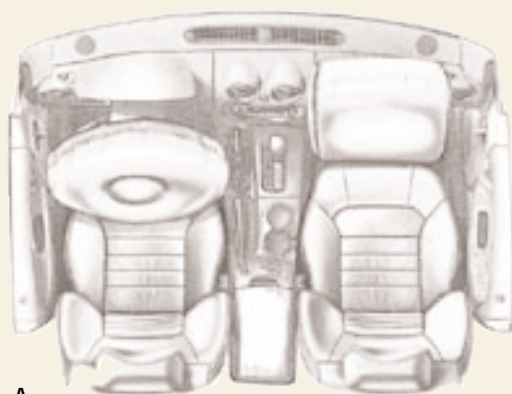
To stow packages quickly, just hit the cargo door button on the available remote keyless entry key fob. It will unlock the swing gate and simultaneously release and raise the flipper glass — without unlocking the rest of the doors. The same fob unlocks the doors while turning the interior lamps on, operates the available Vehicle Security System, and includes a "panic" button.



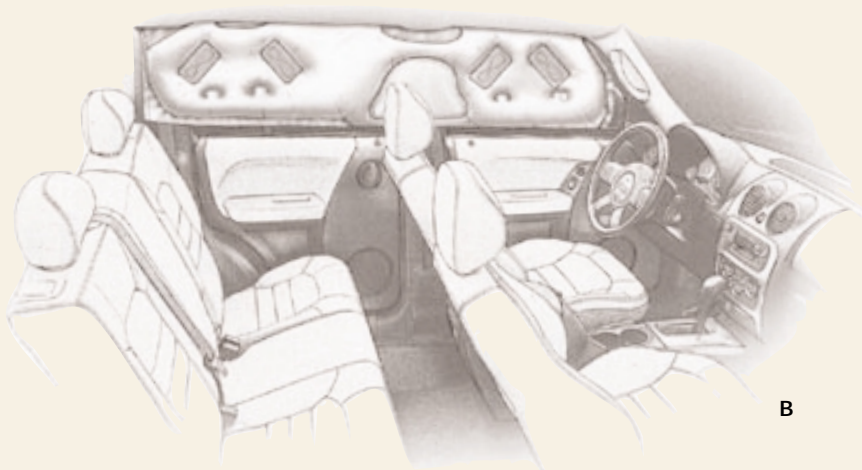


SAFETY

2002 JEEP® LIBERTY



A



B

A) Next Generation multistage driver and front-passenger air bags\* offer extra protection in frontal impacts.

B) Optional supplemental side air bags† protect both front and rear outboard occupants and can deploy independently upon impact in side collisions.





To more effectively secure compatible<sup>‡</sup> aftermarket child seats, Jeep engineers incorporated the LATCH system in Liberty. Just attach the lower tethers of the child seat into the anchors mounted between the upper and lower seat cushions. Then secure the top tether strap to the anchor on the seatback (all three rear-seat positions have them). That's it.



Available power, heated foldaway mirrors are handy on chilly days for clearing snow, ice or even dew.

Up front, standard Next Generation multistage driver and front-passenger air bags\* have different levels of deployment, depending upon the severity of impact and whether or not passengers are wearing their seat belts. Plus, supplemental side air bags<sup>†</sup> that deploy from the headliner in the event of a side impact are available for the first time on a Jeep vehicle.

In the back, both outboard seating positions benefit from adjustable head restraints, and everyone gets a three-point seat belt. Plus, our standard user-ready Lower Anchors and Tether for Children (LATCH) system (shown above) is designed to minimize movement of compatible<sup>‡</sup> aftermarket child seats while reducing the possibility of improper installation. Four heavy-gauge wire loops mounted between the upper and lower seat cushions, along with three anchors on the seatback, work with the tether straps on the child seat to secure it in any of the three rear-seat positions.

Our available Sentry Key® Theft Deterrent System fends off would-be thieves without any extra effort from the driver. When the ignition key is inserted, it transmits a confirmation code to the Sentry Key module on the steering column. If it isn't a valid key, the engine is immobilized. It's that easy.

An available four-wheel antilock brake system (ABS) with electronic brake distribution adapts to vehicle load and road surface changes. While Liberty's standard power front disc and rear drum brake system benefits from a new tandem-diaphragm vacuum booster that greatly enhances response time.

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

† Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

‡ The LATCH system may also be used with top tethers on non-compatible aftermarket child seats to supplement the seat belts in restraining the seats. Please refer to your Owner's Manual for complete instructions.



Soft-edge webbing improves the comfort of three-point seat belts found throughout, including the rear center seat.





JEEP, LIBERTY LIMITED EDITION



DARK GARNET RED



TOLEDO NORTH

# ASSEMBLY

PLANT



Just up the road from where the legend began, Toledo North Assembly Plant (TNAP) is producing the first new Jeep 4x4 of the 21st century. With fourth-generation Jeep vehicle builders at the helm, TNAP employs best practices from DaimlerChrysler's worldwide manufacturing operations for lean, flexible, high-quality production. The result: the most dimensionally accurate Jeep vehicle ever built — the new 2002 Jeep Liberty.



On the trim and chassis line, height-adjustable automated pallets aid workers by allowing them to install their parts at an ergonomically correct position.

Before an ounce of concrete was ever poured, TNAP existed. DaimlerChrysler engineers, taking what they've learned from the digital design process of new vehicles, created a digitized model of the facility that allowed them to see how Liberty would move through a plant that wasn't even there. Architects and advanced manufacturing engineers used 3-D computers to place every foot of piping and electric wiring over TNAP's 2.01 million square feet. Over 300 potential obstructions were identified and avoided, saving money and time. "We were lucky enough to get a tour of the plant while they were tuning it up, and it is a marvel of automotive manufacturing," *Petersen's 4-Wheel & Off-Road* said.

Removed prior to final assembly, doors are outfitted with trim then reinstalled at the line's end. Workers never lift the doors through the whole process and don't have to stoop to install components.





Sindelfingen robotic technology puts exactly the right size body-sealer bead exactly where it's needed, adding to Liberty's exceptional structural integrity. Nearly 85 percent of body and paint sealers are applied robotically.



Hi-tech includes a fleet of sight-guided vehicles (or SGVs). With no one at the controls, SGV's pick up parts from the loading docks and deliver them to work stations — following a censored path throughout the plant.

## ALL-NEW PLANT 2002 JEEP® LIBERTY

Liberty and TNAP were developed using the CATIA® computer system. Here, a windshield is installed, one of 288 robotic technologies in use at the plant.



To get the workforce — some third- and fourth-generation Jeep vehicle builders — involved, engineers and designers consulted with teams of production workers to figure out how to get jobs and work stations set up right the first time. Top quality is ensured through a system of statistical process controls and performance feedback systems throughout the plant — all designed to halt production if quality build criteria are not met. *Motor Trend* noted of their pre-production test vehicle, "We were quite surprised at the interior's high level of fit and finish in what should be a high-value street and serious off-roading package." And that's the goal every day at TNAP: to produce the most dimensionally accurate Jeep vehicle ever built — the new Jeep Liberty.







With lean manufacturing the rule, 98 percent of the daily material used by TNAP workers is delivered "just in time" — reducing inventory and aiding flexibility.

Throughout body, paint and assembly, each Liberty must go through numerous quality checks. Before leaving, vehicles must also complete a rolling diagnostics test and be evaluated on TNAP's enclosed test track.



Toledo North will reach the world from its 300 acres and 2.01 million square feet. Its highly skilled workforce, flexibility and automation will allow TNAP to produce the new Jeep Liberty for the world market. "We build right-and left-hand drives ... manual and automatic transmissions ... We have millions of permutations to build in order to satisfy every Jeep vehicle driver on the globe. As a businessman trying to satisfy the customer, that's outstanding."

— Ed Mercer,  
TNAP plant manager





Flame Red



Black



Bright Silver Metallic



Steel Blue Pearl Coat



Salsa Red Pearl Coat



Stone White



Patriot Blue Pearl Coat



Woodland Brown Satin Glow



Dark Garnet Red Pearl Coat



Shale Green Metallic





Fresno cloth, standard on Sport.  
Shown in Taupe.



16x7-inch Drop  
Center Style Steel  
(Standard: Sport  
A Package)



16x7-inch Full-Face  
Style Steel  
(Standard: Sport  
B Package)



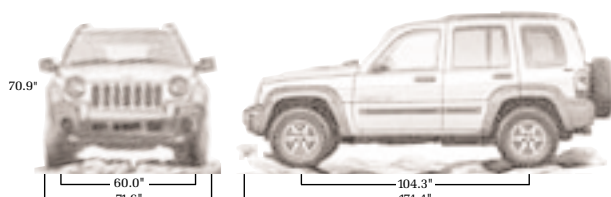
16x7-inch Mesa  
Cast Aluminum  
(Optional: Sport  
B Package)



Fresno cloth, standard on Sport.  
Shown in Dark Slate Gray.



## SPORT Specifications

**EXTERIOR DIMENSIONS** (inches unless otherwise specified)

<b>Length</b>	
Wheelbase	104.3
Overall Length	174.4
Overhang, front/rear	28.6/32.5
<b>Width</b>	
Overall Width	71.6
Track, front/rear	60.0/59.7
<b>Height</b>	
Overall Height (without roof rails)	70.9
<b>Ground Clearance</b> (at curb weight)	
Running Ground Clearance 2WD/4WD	10.2/9.6
Approach Angle/Departure Angle	38.2°/32.4°
Breakover Angle	24.3°

**INTERIOR DIMENSIONS** (inches unless otherwise specified)

<b>Head Room</b> , front/rear	40.7/42.1
<b>Leg Room</b> , front/rear	40.8/37.2
<b>Shoulder Room</b> , front/rear	56.5/56.5
<b>Hip Room</b> , front/rear	57.0/47.4
<b>Cargo Volume</b> (cu ft)	
Rear Seats Up	29.0
Rear Seats Folded	69.0
<b>Seating Capacity</b>	5

**CAPACITIES/WEIGHTS**

<b>Fuel Tank</b> (gal)	18.5
<b>Cooling System</b> (qt)	
2.4L Power Tech I-4 engine	10.1
3.7L Power Tech V6 engine	14.0
<b>Base Curb Weight</b> (lb)	
2.4L Power Tech I-4 engine, 2WD/4WD	3,507/3,692
3.7L Power Tech V6 engine, 2WD/4WD	3,666/3,857
<b>Payload Capacity</b> (lb) (with all occupants and cargo)	1,150
<b>Maximum Gross Vehicle Weight Rating</b> (lb)	
2.4L Power Tech I-4 engine, 2WD/4WD	4,950/5,200
3.7L Power Tech V6 engine, 2WD/4WD	5,350/5,600

**TOWING DATA**

<b>Class III Towing</b> (pounds)	
Maximum Gross Combined Weight Rating (2WD/4WD)	9,850/10,100
Maximum Loaded Trailer Weight	5,000
Tongue Load Limit	750

**Required Equipment**

Engine	3.7L Power Tech V6
Transmission	Multispeed Automatic
Other	Air Conditioning

**Trailer Tow Group**

Receiver Hitch, Wiring Harness, Wiring Adaptor, Heavy-Duty Cooling

**Note:** Maximum loaded trailer weight on Liberty models equipped with the 2.4L Power Tech I-4 engine and five-speed manual transmission is 2,000 lb. **Restriction:** Trailer frontal area limitation of 64 square feet with 5,000 pound trailer; maximum trailer length 25 feet; trailer sway control recommended. This chart is meant to serve as a quick and easy reference guide on how to properly equip your Jeep Liberty for towing. For specific details, however, discuss your plans with your Jeep dealer, who will help you select the right equipment to meet your specifications.

**POWER TRAIN**

Engines	2.4L	3.7L	
	Power Tech I-4	Power Tech V6	
Horsepower, SAE net @ rpm	150 @ 5,200	210 @ 5,200	
Torque, net lb-ft @ rpm	165 @ 4,000	235 @ 4,000	
Displacement, cu in (cc)	148.2 (2,429)	225.8 (3,700)	
Bore x Stroke, in (mm)	3.44 x 3.98 (87.5 x 101.0)	3.66 x 2.31 (93.0 x 90.8)	
Compression Ratio	9.5:1	9.1:1	
Fuel System	Sequential multiport electronic fuel injection		
Transmissions	Five-speed manual with overdrive and synchronized forward gears; hydraulical- ly assisted, adjustment-free clutch (3.7L V6, 2.4L I-4) Multispeed automatic with alternate sec- ond gear ratio, overdrive and lockup torque convertor; electronically con- trolled (3.7L V6)		
Gear Ratios, :1	5-speed manual (2.4L I-4)	5-speed manual (3.7L V6)	Multispeed automatic (3.7L V6)
1st	3.85	4.10	3.00
2nd	2.25	2.32	1.67
2nd alternate			1.50
3rd	1.48	1.40	1.00
4th	1.00	1.00	0.75
5th	0.80	0.78	
Reverse	3.52	3.55	3.00
Axle Ratio, :1	4.10	3.73	3.73
Overall Top Gear	3.40	2.91	2.80

**FOUR-WHEEL-DRIVE SYSTEM**

<b>Command-Trac® NV231</b>	Part-time; two-speed with shift-on-the-fly; includes low-range (2.72:1); single-lever transfer case mode operation
<b>Selec-Trac® NV242</b>	Full-time; two-speed with shift-on-the-fly; includes low-range (2.72:1); allows for two- or four-wheel-drive mode, full- or part-time 4WD; single-lever transfer case mode operation

**BODY/SUSPENSION/CHASSIS**

<b>Body Design</b>	UniFrame construction – body sheet metal and frame structural members welded and bonded into a single unit
<b>Front Suspension</b>	Independent with cast-iron lower and forged steel upper control arms, coil springs, stabilizer bar, low-pressure gas-charged shock absorbers; 2,750-lb gross axle weight rating (4WD)
<b>Rear Suspension</b>	Solid axle with two trailing lower arms, triangular upper arm, coil springs, stabilizer bar, low pressure gas-charged shock absorbers; 2,950-lb (2.4L) and 3,150-lb (3.7L) gross axle weight ratings
<b>Trac-Lok Rear Differential</b>	Available rear axle differential that locks in response to wheel slippage; requires 3.7L Power Tech V6 engine
<b>Steering</b>	Power-assisted, rack-and-pinion; 17.0:1 ratio
<b>Turns</b>	3.42, lock-to-lock
<b>Turning Diameter</b>	35.9 ft, curb-to-curb
<b>Brake System</b>	Front – Hydraulic, power assisted low-drag ventilated disc brakes; full-cast; 11.3-inch rotor diameter Rear – Hydraulic, power-assisted self-adjusting dual-servo drum brakes (10.00" x 1.75"); full-cast Antilock brake system – Three-channel with three active speed sensors and electronic brake distribution (EBD)

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

† Late availability.

\* Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.





## SPORT Standard Features and Option Groups

## Sport A Package Standard Features

**Air Bags\*** – Next Generation multistage driver and front-passenger  
**Alternator** – 124-ampere  
**Assist Handles** – Overhead for front and rear outboard seating positions  
**Axle Ratio** – 4.10:1  
**Battery** – 525-ampere, maintenance-free with Battery-Saver Feature  
**Brake-Park Interlock** – Automatic transmission  
**Brakes** – Power front disc/rear drum  
**Cargo Area** – Tie-down bars (four) recessed in floor and one D-ring mounted on each quarter panel  
**Clutch-Starter Interlock** – Manual transmission  
**Console** – Full-length center floor console with removable dual front cup holders, padded armrest and large storage bin with CD/cassette provisions  
**Door Locks** – Child-protection rear  
**Engine** – 2.4L Power Tech I-4<sup>†</sup>  
**Glass** – Flipper-style rear glass  
**Instrument Cluster** – Tachometer, 120-mph speedometer, coolant temperature and fuel gauges with indicators for low fuel, seat belts, brake system/parking brake, check engine, high beam lamps, air bag, low oil pressure, charging system and lamps  
**Lighting, Exterior** – Round halogen headlamps with parade mode and delay off features  
**Interior** – Front dome and ash tray  
**Mirrors, Exterior** – Dual manual, foldaway  
**Interior** – Rearview, day/night  
**Power Outlets** – Auxiliary 12-volt outlet and ignition-switched lighter outlet  
**Seats** – Fresno cloth high-back reclining front buckets and rear 65/35 "one-handed" split-folding bench with six shopping bag hooks on rear of seatback, adjustable outboard head restraints and user-ready LATCH system for compatible aftermarket child seats  
**Shoulder Belts** – Height-adjustable front with traveling inboard buckles, constant-force retractors and driver's pretensioner; rear includes three-point center seat belt and cinching latch plates on outboard belts to minimize movement of aftermarket child seats  
**Skid Plate** – Front (4WD models only)  
**Sound System** – AM/FM stereo radio with cassette player, CD changer controls, graphic equalizer, ten AM/ten FM presets and six speakers  
**Steering** – Power rack-and-pinion with power steering cooler  
 – Soft-feel molded vinyl steering wheel  
**Sun Visors** – Dual visor vanity mirrors  
**Suspension** – IS43 Independent front suspension with cast-iron lower and forged steel upper control arms, coil springs, low-pressure gas-charged shock absorbers, jounce bumpers and stabilizer bar; Solid axle rear with two trailing lower arms, A-shaped upper arm, coil springs, stabilizer bar and low-pressure gas-charged shock absorbers  
**Swing-Gate** – Includes flipper-style glass with washer/wiper and electric defrost  
**Tires** – P215/75R16 Goodyear Wrangler ST all-season BSW  
 – Restricted use spare  
**Transfer Case** – Command-Trac® NV231 part-time 4WD (4WD models only)  
**Transmission** – Five-speed manual<sup>‡</sup>  
**Wheels** – 16"x7" Drop Center Style Steel  
**Wiper System** – Front, variable speed intermittent

## Sport B Package Standard Features

(All Sport A Package Standard Features unless replaced by feature below:)

**Air Conditioning** – Manual temperature control  
**Convenience Group I** – Cargo trim panel with cubby and integral storage net, illuminated sun visor vanity mirrors, rear cargo area 12-volt power outlet, map/dome reading lamps and cargo compartment lamp  
**Floor Mats** – Front and rear  
**Power Convenience Group** – Exterior, dual power foldaway mirrors, remote keyless entry, speed-sensitive power locks and illuminated entry  
**Roof Rails** – Side rails with 150-pound capacity  
**Steering Column** – Tilt  
**Tire** – Full-size matching spare  
**Wheels** – 16"x7" Full-Face Style Steel  
**Windows** – Power with driver and front-passenger one-touch-down feature

## Sport A Package Options

**Air Bags\*** – Supplemental side curtains, headliner-mounted  
**Air Conditioning** – Manual temperature control  
**Brakes** – Four-wheel antilock (requires 3.7L Power Tech V6 engine)  
**Convenience Group I** – Cargo trim panel with cubby and integral storage net, illuminated sun visor vanity mirrors, rear cargo area 12-volt power outlet, map/dome reading lamps and cargo compartment lamp  
**Differential** – Rear, Trac-Lok limited-slip (requires 3.7L Power Tech V6 engine)  
**Engine** – 3.7 Power Tech V6 with five-speed manual transmission, 3.73:1 axle ratio and 136-ampere alternator  
**Engine Block Heater**  
**Power Convenience Group** – Exterior, dual power foldaway mirrors, remote keyless entry, speed-sensitive power locks and illuminated entry  
**Sound System** – AM/FM stereo radio with CD player and CD changer controls  
**Steering Column** – Tilt  
**Tire** – Full-size matching spare  
**Trailer Tow Group** – Class III receiver hitch, 7-pin harness, 7- to 4-pin adaptor and heavy-duty engine cooling (requires 3.7L Power Tech V6 engine, multispeed transmission and air conditioning)  
**Transfer Case** – Selec-Trac® NV242 full-time 4WD (requires 3.7L Power Tech V6 engine and multispeed transmission)  
**Transmission** – Multispeed automatic (requires 3.7L Power Tech V6 engine)

## Sport B Package Options

**Air Bags\*** – Supplemental side curtains, headliner-mounted  
**Brakes** – Four-wheel antilock (requires 3.7L Power Tech V6 engine)  
**Differential** – Rear, Trac-Lok limited-slip (requires 3.7L Power Tech V6 engine)  
**Engine** – 3.7L Power Tech V6 with five-speed manual transmission, 3.73:1 axle ratio and 136-ampere alternator  
**Engine Block Heater**  
**Glass** – Deep-tint sunscreen on rear doors, quarter panels and swing gate glass  
**Lighting** – Submersible halogen fog lamps, include 136-ampere alternator with 2.4L Power Tech I-4 engine  
**Mirrors** – Exterior, dual power foldaway, heated  
**Off-Road Group** – Trac-Lok rear differential, heavy-duty engine cooling, P235/70R16 SR-A OWL all-terrain tires, tow hooks (2 front, 1 rear), fuel tank and transfer case skid plates (requires V6 engine) (4WD models only)  
**Security Group** – Sentry Key® Theft Deterrent System, security alarm and cargo compartment cover (requires deep-tint sunscreen)  
**Sound System** – AM/FM stereo radio with CD player and CD changer controls  
 – AM/FM stereo radio with cassette and CD players, graphic equalizer and CD changer controls (requires premium speakers)  
 – Infinity® premium sound system with six speakers and steering wheel-mounted audio controls (requires speed control and AM/FM stereo radio with cassette and CD players, graphic equalizer and CD changer controls)  
 – Six-disc remote CD changer with swing gate cargo net (requires upgraded radio)  
**Speed Control** – Electronic with leather-wrapped steering wheel and steering wheel-mounted controls  
**Sunroof** – Power tilt-and-slide with solar-tint glass and express-open feature  
**Tires** – P235/70R16 Goodyear Wrangler SR-A all-terrain, OWL (requires 3.7L Power Tech V6 engine) (4WD models only)  
 – P235/70R16 Goodyear Wrangler RS-A all-season, BSW (requires 3.7L Power Tech V6 engine)  
**Trailer Tow Group** – Class III receiver hitch, 7-pin wiring harness, 7- to 4-pin adaptor and heavy duty engine cooling (requires 3.7L Power Tech V6 engine and multispeed transmission)  
**Transfer Case** – Selec-Trac® NV242 full-time 4WD (requires 3.7L Power Tech V6 engine and multispeed transmission)  
**Transmission** – Multispeed automatic (requires 3.7L Power Tech V6 engine)  
**Wheels** – 16"x7" Mesa cast aluminum with full-size matching spare tire

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

† Late availability.

‡ Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

**SPORT Mopar Accessories****Navigation System**

This simple-to-use GPS Navigation System calculates the most efficient route to your destination, provides a visual map display, and uses voice-command technology to literally “talk” you through every turn. No monthly fees are required.

While operating a vehicle with a Mopar Navigation System installed, the driver should follow safety rules of the road; disregard route suggestions if required by law or for safety; not stare at the unit but allow voice commands to direct you; and not attempt to program the unit. Failure to follow these precautions may cause an accident. See the Owner's Manual.

**Chrome Grille**

This stylish grille is a bright addition to Liberty's front end. Replaces the existing grille and meets all Jeep® chroming standards for corrosion and appearance.

**Water Sports Carrier**

Transports kayaks, sailboards or surfboards. Attaches easily to Mopar Roof Rack Cross Rails (available from your dealer), and has multiposition cradles to fit flat or curved hulls. Comes with latching, push-button nylon strap attachment, tie-down attachment instructions and required installation tools.







Bright Silver Metallic



Flame Red



Black



Steel Blue Pearl Coat



Salsa Red Pearl Coat



Stone White



Patriot Blue Pearl Coat



Woodland Brown Satin Glow



Dark Garnet Red Pearl Coat



Shale Green Metallic



16x7-inch  
Mechanica Cast  
Aluminum (Standard:  
Limited Edition)

Premium leather in Light Taupe, standard on Limited Edition with G Package. For a high-contrast environment, select the Dark Slate Gray interior with these seats (see pages 24-25). For a low-contrast look, select the Taupe interior.

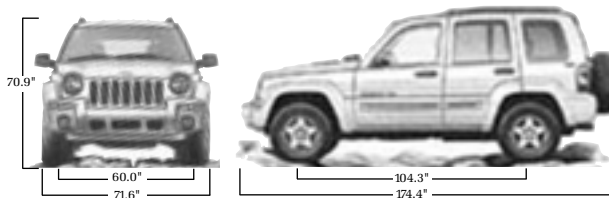


Seattle cloth, standard on Limited Edition with F Package. Shown in Taupe, also available in Dark Slate Gray.





## LIMITED EDITION Specifications

**EXTERIOR DIMENSIONS** (inches unless otherwise specified)

<b>Length</b>	
Wheelbase	104.3
Overall Length	174.4
Overhang, front/rear	28.6/32.5
<b>Width</b>	
Overall Width	71.6
Track, front/rear	60.0/59.7
<b>Height</b>	
Overall Height (without roof rails)	70.9
<b>Ground Clearance</b> (at curb weight)	
Running Ground Clearance 2WD/4WD	10.2/9.6
Approach Angle/Departure Angle	38.2°/32.4°
Breakover Angle	24.3°

**INTERIOR DIMENSIONS** (inches unless otherwise specified)

<b>Head Room</b> , front/rear	40.7/42.1
<b>Leg Room</b> , front/rear	40.8/37.2
<b>Shoulder Room</b> , front/rear	56.5/56.5
<b>Hip Room</b> , front/rear	57.0/47.4
<b>Cargo Volume</b> (cu ft)	
Rear Seats Up	29.0
Rear Seats Folded	69.0
<b>Seating Capacity</b>	5

**CAPACITIES/WEIGHTS**

<b>Fuel Tank</b> (gal)	18.5
<b>Cooling System</b> (qt)	
3.7L Power Tech V6 engine	14.0
<b>Base Curb Weight</b> (lb)	
3.7L Power Tech V6 engine, 2WD/4WD	3,850/4,070
<b>Payload Capacity</b> (lb) (with all occupants and cargo)	1,150
<b>Maximum Gross Vehicle Weight Rating</b> (lb)	
3.7L Power Tech V6 engine, 2WD/4WD	5,350/5,600

**TOWING DATA**

<b>Class III Towing</b> (pounds)	
Maximum Gross Combined Weight Rating (2WD/4WD)	9,850/10,100
Maximum Loaded Trailer Weight	5,000
Tongue Load Limit	750
<b>Required Equipment:</b>	
Engine	3.7L Power Tech V6
Transmission	Multispeed Automatic
Other	Air Conditioning

**Trailer Tow Group:**

Receiver Hitch, Wiring Harness, Wiring Adaptor, Heavy-Duty Engine Cooling

**Restriction:** Trailer frontal area limitation of 64 square feet with 5,000-pound trailer; maximum trailer length 25 feet; trailer sway control recommended. This chart is meant to serve as a quick and easy reference guide on how to properly equip your Jeep Liberty for towing. For specific details, however, discuss your plans with your Jeep dealer, who will help you select the right equipment to meet your specifications.

**POWER TRAIN**

<b>Engine</b>	3.7L Power Tech V6
<b>Horsepower</b> , SAE net @ rpm	210 @ 5,200
<b>Torque</b> , net lb-ft @ rpm	235 @ 4,000
<b>Displacement</b> , cu in (cc)	225.8 (3,700)
<b>Bore x Stroke</b> , in (mm)	3.66 x 2.31 (93.0 x 90.8)
<b>Compression Ratio</b>	9.1:1
<b>Fuel System</b>	Sequential multiport electronic fuel injection
<b>Transmission</b>	Multispeed automatic with alternate second gear ratio, overdrive and lockup torque converter; electronically controlled
<b>Gear Ratios</b> , :1	Multispeed automatic
1st	3.00
2nd	1.67
2nd alternate	1.50
3rd	1.00
4th	0.75
5th	
Reverse	3.00
Axle Ratio, :1	3.73
Overall Top Gear	2.80

**FOUR-WHEEL-DRIVE SYSTEM**

<b>Command-Trac® NV231</b>	Part-time; two-speed with shift-on-the-fly; includes low-range (2.72:1); single-lever transfer case mode operation
<b>Selec-Trac® NV242</b>	Full-time; two-speed with shift-on-the-fly; includes low-range (2.72:1); allows for two- or four-wheel-drive mode, full- or part-time 4WD; single-lever transfer case mode operation

**BODY/SUSPENSION/CHASSIS**

<b>Body Design</b>	UniFrame construction — body sheet metal and frame structural members welded and bonded into a single unit
<b>Front Suspension</b>	Independent with cast-iron lower and forged steel upper control arms, coil springs, stabilizer bar, low-pressure gas-charged shock absorbers; 2,750-lb gross axle weight rating (4WD)
<b>Rear Suspension</b>	Solid axle with two trailing lower arms, triangular upper arm, coil springs, stabilizer bar, low pressure gas-charged shock absorbers; 3,150-lb gross axle weight rating
<b>Trac-Lok Rear Differential</b>	Available rear axle differential that locks in response to wheel slippage
<b>Steering</b>	Power-assisted, rack-and-pinion; 17.0:1 ratio
<b>Turns</b>	3.42, lock-to-lock
<b>Turning Diameter</b>	35.9 ft, curb-to-curb
<b>Brake System</b>	Front — Hydraulic, power assisted low-drag ventilated disc brakes; full-cast; 11.3-inch rotor diameter Rear — Hydraulic, power-assisted self-adjusting dual-servo drum brakes (10.00" x 1.75"); full-cast Antilock brake system — Three-channel with three active speed sensors and electronic brake distribution (EBD)

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

† Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.



## LIMITED EDITION Standard Features and Option Groups

## Limited Edition F Package Standard Features

**Air Bags\*** – Next Generation multistage driver and front-passenger  
**Air Conditioning** – Manual temperature control  
**Alternator** – 136-ampere  
**Assist Handles** – Overhead for front and rear outboard seating positions  
**Axle Ratio** – 3.73:1  
**Battery** – 525-ampere, maintenance-free with Battery-Saver Feature  
**Brake-Park Interlock** – Automatic transmission  
**Brakes** – Power front disc/rear drum  
**Cargo Area** – Tie-down bars (four) recessed in floor, one D-ring mounted on each quarter panel and retractable cargo compartment cover  
**Console** – Full-length center floor console with removable dual front cup holders, padded armrest and large storage bin with CD/cassette provisions  
**Convenience Group I** – Cargo trim panel with cubby and integral storage net, illuminated sun visor vanity mirrors, rear cargo area 12-volt power outlet, courtesy lamps, map/dome reading lamps and cargo compartment lamp  
**Door Locks** – Child-protection rear  
**Engine** – 3.7L Power Tech V6  
**Floor Mats** – Front and rear  
**Glass** – Flipper-style rear glass  
**Instrument Cluster** – Tachometer, 120-mph speedometer, coolant temperature and fuel gauges with indicators for low fuel, seat belts, brake system/parking brake, check engine, high beam lamps, air bag, low oil pressure, charging system and lamps  
**Lighting, Exterior** – Round halogen headlamps with parade mode and delay off features  
     – Submersible halogen fog lamps  
**Interior** – Ashtray  
**Mirrors, Exterior** – Dual power, foldaway  
**Interior** – Rearview, day/night  
**Power Convenience Group** – Power foldaway mirrors, remote keyless entry, speed-sensitive power locks and illuminated entry  
**Power Outlets** – Auxiliary 12-volt outlet and ignition-switched lighter outlet  
**Roof Rails** – Side rails with 150-pound capacity  
**Seats** – Seattle cloth, low-back, reclining power adjustable front buckets and rear 65/35 "one-handed" split-folding bench with six shopping bag hooks on rear of seatback, adjustable outboard head restraints and user-ready LATCH system for compatible aftermarket child seats  
**Shoulder Belts** – Height-adjustable front with traveling inboard buckles, constant-force retractors and driver's pretensioner; rear includes three-point center seat belt and cinching latch plates on outboard belts to minimize movement of aftermarket child seats  
**Skid Plate** – Front (4WD models only)  
**Sound System** – AM/FM stereo radio with CD player, CD changer controls, graphic equalizer, ten AM/ten FM presets and six speakers  
**Speed Control** – Electronic steering wheel-mounted controls with leather-wrapped steering wheel  
**Steering** – Power rack-and-pinion with power steering cooler  
     – Leather-wrapped steering wheel with speed control switches  
**Steering Column** – Tilt  
**Sun Visors** – Dual illuminated visor vanity mirrors (included in Convenience Group I)  
**Suspension** – IS43 Independent front suspension with cast-iron lower and forged steel upper control arms, coil springs, low-pressure gas-charged shock absorbers, jounce bumpers, and stabilizer bar; Solid axle rear with two trailing lower arms, A-shaped upper arm, coil springs, stabilizer bar and low-pressure gas-charged shock absorbers  
**Swing-Gate** – Includes flipper-style glass with washer/wiper and electric defrost  
**Tires** – P235/70R16 Goodyear Wrangler RS-A all-season BSW  
     – Full-size matching spare tire  
**Transfer Case** – Command-Trac® NV231 part-time 4WD (4WD models only)  
**Transmission** – Multispeed automatic  
**Wheels** – 16"x7" Mechanica cast aluminum  
**Windows** – Power with driver and front-passenger one-touch-down feature  
**Wiper System** – Front, variable-speed intermittent

## Limited Edition F Package Options

**Air Bags'** – Supplemental side curtains, headliner-mounted  
**Brakes** – Four-wheel antilock  
**Console** – Overhead mini-console with HomeLink® Universal Transceiver and mini-trip computer  
**Differential** – Rear, Trac-Lok limited-slip  
**Engine Block Heater**  
**Glass** – Deep-tint sunscreen on rear doors, quarter panels and swing gate glass  
**Mirrors** – Exterior, dual power foldaway, heated  
**Off-Road Group** – Trac-Lok rear differential, heavy-duty engine cooling, P235/70R16 SR-A OWL all-terrain tires, tow hooks (2 front, 1 rear), fuel tank and transfer case skid plates (4WD models only)  
**Seat** – Six-way power driver's  
**Security Group** – Sentry Key® Theft Deterrent System and security alarm (requires deep-tint sunscreen)  
**Sound System** – AM/FM stereo radio with cassette and CD player, graphic equalizer and CD changer controls (requires premium speakers)  
     – Infinity® premium sound system with six speakers and steering wheel-mounted audio controls (requires AM/FM stereo radio with cassette and CD player, graphic equalizer and CD changer controls)  
     – Six-disc remote changer with swing gate cargo net  
**Sunroof** – Power tilt-and-slide with solar-tint glass and express-open feature  
**Tire** – P235/70R16 Goodyear Wrangler SR-A all-terrain OWL  
**Trailer Tow Group** – Class III receiver hitch, 7-pin wiring harness, 7- to 4-pin adaptor and heavy-duty engine cooling  
**Transfer Case** – Selec-Trac® NV242 full-time 4WD

## Limited Edition G Package Standard Features

(All Limited Edition F Package Standard Features unless replaced by feature below:)

**Console** – Overhead mini-console with HomeLink Universal Transceiver and mini-trip computer  
**Glass** – Deep-tint sunscreen on rear doors, quarter panels and swing gate glass  
**Mirrors** – Exterior, dual power foldaway, heated  
**Seats** – Premium leather-trimmed, power adjustable, low-back, reclining front buckets and rear 65/35 "one-handed" split-folding bench with six shopping bag hooks on rear of seatback, adjustable outboard head restraints and user-ready LATCH system for compatible aftermarket child seats  
**Security Group** – Sentry Key Theft Deterrent System and security alarm  
**Sound System** – AM/FM stereo radio with cassette and CD player, graphic equalizer and CD changer controls  
     – Infinity® premium sound system with six speakers and steering wheel-mounted audio controls  
**Transfer Case** – Selec-Trac NV242 full-time 4WD

## Limited Edition G Package Options

**Air Bags'** – Supplemental side curtains, headliner-mounted  
**Brakes** – Four-wheel antilock  
**Differential** – Rear, Trac-Lok limited-slip  
**Engine Block Heater**  
**Off-Road Group** – Trac-Lok rear differential, heavy-duty engine cooling, P235/70R16 SR-A OWL all-terrain tires, tow hooks (2 front, 1 rear), fuel tank and transfer case skid plates (requires V6 engine) (4WD models only)  
**Seats** – Heated driver and front passenger with HI/LO setting  
**Sound System** – Six-disc remote CD changer  
**Sunroof** – Power tilt-and-slide with solar-tint glass and express-open feature  
**Trailer Tow Group** – Class III receiver hitch, 7-pin wiring harness, 7- to 4-pin adaptor and heavy-duty engine cooling

\* Certified to the Federal Regulations that allow less forceful front air bags. Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.

† Always use seat belts. Children 12 and under should always be in a backseat correctly using an infant or child restraint system, or a seat belt that is right for their age and size.





**LIMITED EDITION Mopar Accessories****Molded Brush Guard<sup>\*</sup>**

Unique one-piece design is constructed of high-impact ABS plastic, producing a Brush Guard that is lighter and tougher than conventional guards. Meets Federal Motor Vehicle Safety Standards for occupant protection and vehicle lighting.

<sup>\*</sup>This product is designed solely to enhance the appearance of the vehicle. Since its safety characteristics are limited, it is not intended to prevent injury or damage in the event of an accident.

**Molded Running Boards**

Made of high-strength aluminum with a Santoprene<sup>®</sup> cladding, boards are skid resistant. Three electrocoated and powder coated steel brackets per side attach to Liberty's substructure for durability.

Santoprene is a registered trademark of Monsanto Corporation.

**Molded Bug Deflector**

This sturdy, shatter-resistant deflector helps direct bugs and other road debris up and away from the hood and windshield without adversely affecting wiper or washer operation. Features Jeep logo. Cannot be used with any Brush or Grille Guard.



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