



Jeepin by AI LLC.

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Taking the Jeep Liberty to New Heights!

16 year old girl tests a K&N filter on Jeep Liberty

When my dad told me I was going to get a K&N filter for my 2006 Jeep Liberty Limited I thought



to myself "Great!" I was thinking it would be cool for a few reasons. First, because I liked the way it sounded in my dad's 2003 TJ when we hooked it up to the 4.0 L engine it made his Jeep sound "mean". I started driving the TJ when I was only "10" my dad and I spent several wheeling weekends together at a few different Texas Hill Country ranches on Jeep Trips after the events were over he'd give me driving/wheeling lessons on ranch roads and dry river beds. I noticed after we installed the first filter the Jeep not only sounded different but it made a big difference in the way the throttle responded on the TJ. Even the

slightest differences in throttle pressure seemed to give me more power especially in 4WD low.

My dad explained to me that there would probably not be quite as a dramatic a change in the throttle response to the KJ because the torque curve was different from the 3.7L V6 in the Liberty to what it was in the 4.0L of the Wrangler. The difference being the TJ developed a lot more torque at much lower rpms than my Libby does. Nevertheless; I thought it would be cool to have a cold air intake anyway. I know a lot of the boys at my high school have K&N stickers on their trucks but I don't think I have ever peeked under their hoods to make sure, nice girls don't ask questions like that.

My dad ordered the filter for me from www.jeepinbyai.com it arrived at his www.JeepTales.com post office box a few days later. We were going to install it the day it arrived but never seemed to have quite enough time to get it done. Then I had an idea... "Why not install it on one part of our road trip to El Paso and do an MPG test?" We were going to El Paso for two primary reasons one was to go to my Great Grandmother's 88th birthday party that is a pretty big deal. I had another reason for making the trip...I was going to buy and pick up my new Shih Tzu puppy! The K&N Filter test would be a third reason to make the trip. It was going to be nice to make a road trip with my dad we hadn't done that in a while... But mostly to get my new puppy.

We were going to see if the new filter did anything to help improve the gas mileage on a road trip from what I have been getting. Let me go ahead and let you know right now K&N and JeepinbyAI make no claims that this product will improve the mileage of your Jeep. It has been a very difficult summer for me because I just got my driver's license in March. My mom got a new car and I inherited her then 29,900 mile Liberty. But for a sixteen year old girl with a part-time job as a hostess in a restaurant \$4.15/gallon + gas has taken a huge bite out of my checks, you see I pay for my own gas and I do a lot of running around (come-on I'm a teenager with a driver's license and a Jeep)... I love my Jeep but the gas situation has been killing me any

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improvement in mpg's would be a big help to my finances.

Here is how we set up the test we did a MapQuest for our trip so we could take the exact same route both directions according to MapQuest distance between our house in Odessa and my aunt's house in El Paso where we were staying is 291.56 miles. For the first leg we would run with the Stock Air Box and a clean new Mopar filter. For the return trip we would do it with the new K&N filter. For both legs of the trip we added a bottle of Lucas Fuel Injector Cleaner and we would top off at the gas station closest to the start and finish locations in both cases the gas station was about 1/2 mile from our starting points. One other thing we were going to do was try to make both legs of the trip without stopping and we were going to use the cruise control as much as possible so my driving habits (Good or Bad) would not influence the test too much.

On Sunday morning before we went to go pick up my puppy. My dad and I went outside to install the K&N Filter. My dad was going to supervise me and I would try to do the installation myself. The instructions were very clear and easy to understand. I did almost all of it by myself but my dad needed to help with a few things. For one, I'm only 5'1 1/2" in flip flops. My dad is only a few inches taller than me but his arms are a lot longer so he needed to loosen the old intake at the throttle body. And he needed to tighten the new intake for me. If I had a milk crate or a step ladder I think I could have done it myself. I also needed him to remove the old air box bottom because I just could not seem to pull hard enough to get it to come loose. The only other thing I needed help with was removing the air temperature sensor from the old intake but I was able to push it into the new intake alone.

Once we finished the installation there was definitely a noticeable change in my Liberty's engine sound especially at idle, you can tell there is a much louder aspiration noise coming from the engine compartment. Immediately I noticed slightly better throttle response. The additional noise does not bother me at all... After all I'm a teenager so my windows are always rolled up unless I'm going through a drive through and my stereo is unusually cranked up. I have the FM Modulated Mopar I-pod charger/input jack in the glove box and I own tons of CDs and I also have Sirius satellite radio so there is never a shortage of tunes to listen to...I did mention I'm a teenager?

We did not top off the Jeep when we arrived in El Paso (They were waiting for us to cut the cake so we had to hurry) but the fuel gauge read way less than 1/4 tank and the Overhead console said we had 88 miles to empty. This is a fairly typical behavior for the Liberty when we have made the same trip in the past. The return trip was a completely different story... We filled up in El Paso before we left. When we arrived in Odessa last night the gas gauge read just a hair under 1/2 a tank and the overhead console read 202 miles to empty. When we filled up the Liberty at the end of the trip it took 11.84 gallons of fuel. If you do the math that would mean we averaged 24.58 mpg for the return trip. There were several times on the drive home the



instant mpg was over 26.9 miles/gallon according to the to the mini overhead travel computer.

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Before we give all the credit to the K&N filter we are aware two back to back fuel injector treatments may have also impacted the test to a certain extent. But having conducted this test both my father and I are absolutely convinced a big part of the dramatic improvement in our fuel mileage has to be credited to the K&N Filter. When my dad makes the same trip in his two door 2007 JK Rubicon he gets about 14 miles to the gallon both directions. I think he is so convinced by the results it won't be long until he adds a K&N cold air intake to his 2007 Jeep too.

The intake is easy to install and the directions are outstanding, I'm a first timer with very little mechanical experience it took me just over an hour to put in. I mean I can change a tire and I know how to disconnect a sway bar with quick releases by myself. I have changed a stock air filter I have a basic understanding of how an internal combustion engine works thanks to my dad, but other than that I have almost no repair experience. Although I've helped my dad put in an K&N filter without a heat shield in before and I have used a winch and hooked up a trailer but that about sums up my wrenching experience, If I can put one in anyone can. The part sells for \$247.05 on www.jeepinbyal.com but at nearly 120 miles added to the range for one tank in a Jeep on a road trip it will not take long to recoup your investment. I think this is a fantastic product and I think anyone who drives a Liberty on the highway needs one.

If I continue to get this kind of mileage on my Jeep I'll have more money for doggie briskets so I think my new Puppy "Mojo" is going to like it too!

See you on the trails
Allie