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2001 Cherokee 2 door, yellow...nicely upgraded - \$7500 (Longmont)

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Time to part with an old friend that doesn't have enough doors for a growing family...

This is the last of just 16 yellow 2-door Cherokees ever built – really, I looked it up in Chrysler's internal system before I quit working there! It has 119k well-cared-for miles and was never used off-road despite my off-roading hobby This car has been my wife's daily driver and a spare car for us these last few years. It has zero rust and has never been in any kind of accident. It's had regular fluid changes and what little maintenance Cherokees require (As with all 4.0L Jeep engines, the rear-main seal leaked and was replaced at 104k miles).

Specs include auto trans, Selectrac full-time-capable t-case, Up-Country Suspension Package (1" taller w/ better springs plus full skid plating), power windows & locks, sentry key, block heater, and class 2 towing package . It also has a factory Infinity CD+cassette radio (the original cassette-only unit is included too). I upgraded the headlights to European XJ units that run H4 bulbs (much brighter!).

Both axles are upgraded units with 4.10:1 gears (vs. 3.54:1 stock). The rear is an iron Dana 44 adapted from a Rubicon TJ, but with a TruTrac gear-driven limited slip (MUCH better than the stock clutch-type posi), and the front axle is a 1999 XJ high-pinion Dana 30 ('00-'01 XJ's came with low-pinion from the factory) - I have a TruTrac available for the front axle also for extra \$. The rear axle also comes with the Rubicon's disc rear brakes vs. the paltry stock 9" drum brakes, and the parking brake is still hooked up and functional.

The wheels are in very good condition with Goodyear Wrangler SilentArmor 31x10.50 tires that have about 1/3 tread remaining but are very evenly worn and will last a good while longer

I added 2" front coil spacers and 1.5" rear blocks and there is no rear axle-wrap or sag issues. Shocks are the original great-riding U/C monotubes, but have been adjusted for the additional lift to retain full wheeltravel. Handling is superb – in part because even with 3" of lift it's still lower overall (and MUCH lighter!) than most car-based SUVs. The rear driveshaft has been converted to a double-Cardan unit with a fixed-yoke on the t-case using Tom Woods parts. The steering tie-rod has been upgraded to a solid-forged (non-tube) unit from a V8 ZJ Grand Cherokee, along with an

Old-Man-Emu steering damper.

I have it at my work near I-25 and CO-119 east of Longmont, so I would prefer weekday showings between 8AM-6PM but will do weekend showings by appointment if you're serious. More pictures are available. Call 406.880.1936 or e-mail here.

- Location: Longmont
- it's NOT ok to contact this poster with services or other commercial interests



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