

# Jeep+Hospital



Tony Whitehead (Dr Jeep)

Each month Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his "Jeep Hospital", USA 4X4 Jeep Specialist in Melbourne, Victoria. Over 20 Jeeps are admitted weekly for servicing and suspension work through to differential, transmission and engine rebuilds. Dr Jeep explains the diagnosis, the corrective surgery and future care of these vehicles.



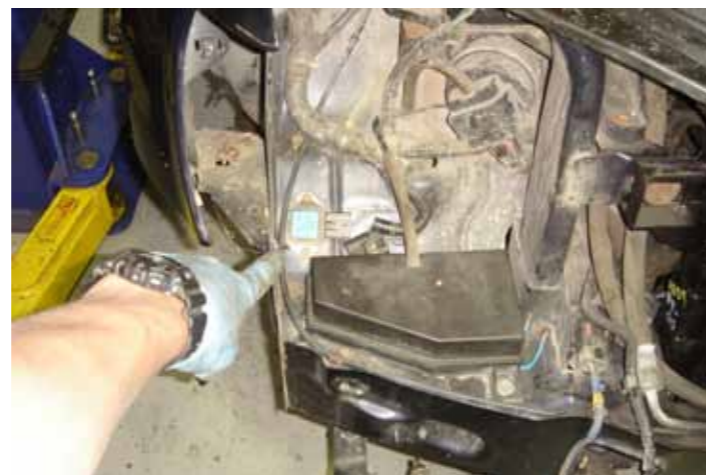
## WG REAR BRAKES

The rear rotors of a WG also have internal park brake shoes. Most rotors will pull off the assembly when you remove the calipers but this tricky little O'ring on the WG can catch you out if it's all a bit dirty. Use a hook pick to remove the O'ring so you can access the park brake shoes for inspection and rotor machining. Clean all components prior to re-assembly.



## WG THERMO-FAN

WG Grand Cherokees run an electric thermo-fan that is designed to operate whenever you run the air-conditioning or when the temperature rises exceedingly. This 2001 WG received a new motor and a road worthy certificate here at the Jeep hospital and the last thing to sort was the thermo-fan that wouldn't work. Most Jeeps run the relay somewhere smart like in the fuse box or power distribution box, but not the old "Wobbly Jeep" (our nickname here for them as the rear end set-up tends to wobble a lot!). After a look in all the obvious places we ended up having to consult the workshop manual and it tells us it's down in front of the



battery. The only problem with that is that the whole grille, bar, lights, etc have to come off to get to it. After further tests it was found to be crook and a new non-genuine unit fitted and tested OK. So back on with the front end and bye bye WG, after a very expensive resurrection all caused by the usual problem LOM (lack of maintenance). Lack of oil and oil changes chewed out a big end bearing. These late model V8 and V6 motors are built more like a motorcycle motor with fine components, not like an old 4.0L, or a 6/V8 AMC or Chev. Don't let them run hot, or low on oil as this can cause serious problems.



## 4.0 OIL LEAK

This TJ had a TRAGIC oil leak from an unusual place. Some time ago the head was repaired from an over-heating issue and whoever put the rocker cover back on managed to pinch the alloy heat shield for the manifold between the head and the rocker cover resulting in a year's worth of oil leaks down the passenger side of the motor all the way back to the diff. It was so bad it was hard to tell where it came from until we had a really good look. The shields were added about 2004 after a few under bonnet fires occurred due to tons of leaves and debris sitting on the later model cast exhaust manifold. Personally I remove the heat shields and don't allow the debris to sit all over my engine, but if you do run it make sure to put it on AFTER the rocker cover goes back on.



## WEARING UNIVERSAL SIGNS



We have covered this a few times in our Jeep Hospital segment but it's worth mentioning again. Keep an eye on your drive shaft universals. If you see this sort of clean line development you need to take a closer look. Usually the uni will fail soon after this and may also damage the yoke so it will happen again in no time. A replacement U-bolt style yoke is the go, but if none are available you can repair the hollow in the yoke with a series of fine pin punch divots and even a dab of Loctite. It's a way out of trouble but not the correct fix in the longer term. Take it to a specialist as soon as you can.

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## 2012 JK WRANGLER

It had to happen sooner or later – yes I bought a 2012 JK. The new Pentastar motor and auto are a great combo, but it was the colour. Being a Kawasaki rider for the last 37 years I love all things green and the new Gecko Green colour sold it for me. With only 250kms on the clock and straight from the showroom we fitted our MOPAR/TERAFLEX/RANCHO hybrid lift kit. This lift doesn't require an engineer's report to make it roadworthy, plus using MOPAR components it won't void your warranty either as they are a factory fitment.

I added some of the new American Racing ATX series "crawls" in a 17x8 and a 285/70R17 Mickey Thompson 4 rib ATZ tyre. They're road legal too as neither the track nor the height of them is over the 50mm limit.

We have now refitted the OEM mud flaps and technically this Jeep is roadworthy and does not require a VASS certificate and no insurance company or law enforcement can question it. We see so

many highly modified Jeeps now getting around that technically could be pulled off the road or have their insurance void at the drop of a hat, all big problems in the overall picture of things. So here at USA

4X4 we build them a little more sensibly.

We also added a set of bars, the WARN elite front bar encloses the ends of the bar to the flare to conform to ADR and the mounting is exactly identical to the

OEM winch bar. It's as close to OEM as possible, there are so many varying front bar laws it's all over the place in Australia. So once again we don't fit shorty bars to any Jeeps here at USA 4X4 to save our customers problems. We chose the new VRS winch with plasma rope. They're just over a grand with rope and are built almost as well as the top of the line WARN winches with the drum and gear box well sealed. Some cheap winches just drink mud till they die a premature death and turn out not to be cheap at all. The rear bar is the Smittybilt XRC, they have a swing away carrier which I haven't used yet, another bonus of not going too big on the spare tyre. The only hassle is remounting license plates as the US JK has the license plate located under the left hand tail light. The Smitty rear bars are also rated to tow unlike some brands and we supply a neat trailer wiring loom so it's all set to tow.

Any enquiries and prices on setting up your Wrangler you can contact us at [info@usa4x4.com](mailto:info@usa4x4.com).

