

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.



TOO LOUD?

An interesting TJ showed up at the Jeep Hospital for a consultation about a droopy rear end. NO WONDER! Look what the doctor found! This (believe it or not) 60+ year old gentleman has a liking for loud music so he decked out his TJ with a “few” speakers.....and a few amps and a few speaker boxes. With the rear seat folded up there was just enough cargo room left to haul a Chihuahua! He replaced the sound bar speakers with added extensions. There is a speaker ‘bar’ across the top of the lift gate opening, there are pairs of 6 inch boxes each side and a rather large double banger subby. This Jeep will be getting some leveling spacers and for towing his 900kg trailer some Poly Air internal coil air bags...and ear muffs for any passenger he takes!



J300

This 1966 J300 visited the Jeep hospital. It has the same 126 inch wheel base as the later J3000 which has the steering box located at the front of the chassis just like a J20 set up. This J300 has been fitted with a cast iron Ford 250 Cross flow engine mated to a T18 transmission, Dana 20 transfer case, Dana 44 front diff and Dana 70 dual rear differential. It also has an under bonnet ARC Welder fitted and a home-made tilt tray. When the J series got a dual rear wheel application the wheel stud pattern changed from the normal 5 on 5.5 pattern to a large odd ball 6 stud pattern, same as Jeep M715 and some Dodge Trucks.

Dual Rear Wheels were an optional extra on the 300, 3000 and 4000 series. Front hub adapters were also available so you could run the same rims front and rear.



SICK JK V6 3.8L

This second hand 2010 V6 JK was purchased from a car yard recently and came in for a check-up. We heard a ticking noise from the right hand cylinder bank – for a 46,000km old motor it was odd. After removing the platinum spark plugs that are supposed to last 98K we found #1 and #6 had massive carbon build up on them, indicating something dire. The engine will need the head off to check further and will go back while its under it's second hand car yard warranty. These later model V6 and V8 motors must be kept full of the correct grade of engine oil and of course coolant. Their intricate top end valve trains and cams can't handle oil starvation like perhaps we're used to with the older push rod motors like the 4.0L or the 258 AM6. I'm guessing this motor was run low on oil at some stage.



SECURE YOUR BATTERY



Make sure the battery is secured in your Jeep. This unsecured battery has been zapping away for ages on the battery frame arms. That's really bad and apart from harming electronics can lead to an under bonnet fire. Make sure your battery is secure and if possible your positive terminal is covered over.

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