

# Jeep+Hospital



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.



Tony Whitehead (Dr Jeep)

Old Dr Jeep has been away for two weeks in sunny Scotland so hasn't had a lot to report other than there I could have counted all the Jeeps I saw in two weeks between London and the Isle of Skye on both hands. I saw two or three TJs, a few XJs, a couple of WJs and a few ZG Grands. They're not very popular or common over there from my observations, but instead of that I thought I'd take a few snaps off the Jeep Hospital carnage wall and tell a few tales....

## TJ TAIL SHAFT

This TJ tail shaft literally peeled open. On closer inspection the weld had not made it all around the perimeter. Never seen anything like it in 22 years at the Jeep hospital. A replacement second hand shaft went on and a new muffler was in order. It would have made a good BOOM when it failed.



## IDLER PULLER

Check out this worn idler pulley off a 4 litre engine which we have hanging on our carnage wall. They are on a JK, XJ, TJ etc, and when the seal falls off and the bearing rusts, this is the result. They will squawk prior to this usually, so keep your ears open to any odd engine noises. Soon after this locked up it melted the serpentine belt and stranded the Jeep over a \$15 bearing and some maintenance. Undo your adjuster, loosen the belt, spin all the pulleys including the air con and if they're not silent and smooth as silk tend to them.



welded steering component. How this one didn't fail is a miracle, consequently we fitted the correct RHD box, intermediate shaft, mounts and added a power steering pump. The new owner was amazed how well the CJ7steered after our repairs.



## CJ 7 INTERMEDIATE SHAFT DIY

This is a ripper, it was in an 82 CJ7, and connected to a LHD power steering box mounted in home made brackets on the right hand side. The power box was not powered, just plugged, it was running 33 inch tyres and it had this patch work home made intermediate shaft fabricated up with a 'cheap as' universal joint. It was welded in several sections to fit. Just about the biggest no-no on the automotive planet is to weld steering components, remember Ayrton Senna? He died in an F1 car from someone's

## DIY TJ 4WD SHIFTER

This was a good effort (not) to a body lifted TJ. The 4wd shift lever was too short thanks to the body lift, so this cocky poo weld was implemented to deal with the problem. If you're going to weld something (other than steering components) do a nice job or don't bother.



## DIY TRACK ARM BRACKET

This home made extension on a 4 inch lifted TJ was very dangerous. It had only millimeters of steel holding a rear axle with 35 inch tyres in place and driving around at 100 plus km. We lowered the TJ and fitted a non modified bracket.



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