

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)

WH DIESEL TURBO INLET HOSE LEAK

We had a 2008/9 WH Grand with the V6 diesel come in for a bit of help. It appeared that the rear main seal had let go as there was tons of engine oil all over the bottom of the bell housing. But after a real good look and clean we discovered that it was indeed running down from the turbo inlet pipe. Chrysler has since come up with a better quality part to rectify this very issue as it was a common problem. If your WH has an engine oil leak look here first.



TERAFLEX SPEED BUMPS

The Teraflex speed bump is a great innovation. They encase the same high density foam that the OEM bump stops are made of but encase it in a tube and use a plastic buffer to compress against a plastic pad. The result is a much more progressive long travel bump stop. Lots of Jeep builders overlook the importance of bump stops. As a rule of thumb, if you raise your suspension by 2, 3 or 4" you should drop your bump stops the equivalent amount to make for a safe highway car and to select the longest travel shock to suit for mega articulation off road.



Fitted up with Teraflex speed bumps and ready to rock!

TERAFLEX HD DANA 30 AXLE HOUSING

Here is a Teraflex HD Dana 30 axle housing fitted with a Detroit locker and 4.1 ratios. Compared to the original differential the tubes and C-ends are like comparing Arnold Schwarzenegger to Mr Puniverse. They come set up for RHD now for various lifts and while we could have gone for a D44 I don't believe with the size tyre we run (legal in Australia...+50mm bigger) and with the 4.1 having a decent size pinion, that there is a need for the 44. If you were planning on going lower in the ratios and bigger in the tyres I would recommend the 44 housing. Given after 22 years of running USA 4x4 I have seen hardly any D30 failures, I have seen many more 44 failures to be honest, and driven properly D30's work just fine. Both the JK D44 and D30 have the same problem though, they bend like bananas and given the JKU's it is no wonder.



Once the axle housing was fitted we could press in the Teraflex HD ball joints. One of the bug bears of the JK is the rubbish OEM ball joints. The first lot on our JKs were replaced at 3000km under warranty and are the leading cause of the good old steering wobble.... we stock the Teraflex HD ball joints that will fit a HD or standard housing.

PENTASTAR POWERED LIFT DRAMA

When running even the smallest of lifts in a petrol 3.6L (Pentastar) JK you will encounter the front drive shaft fouling on the exhaust cross over pipe. Until now it was a visit to the exhaust shop for some pipe mods, not always pretty. So being Melbourne's official Rancho distributor I sourced something they listed to fix this issue. The Rancho cross over drop pipe kit comes with a pair of clamps and a set of instructions of where to cut and before you know it you will have enough clearance to work with up to a 4" lift without having to get any exhaust shop to do it for you. They're \$148.50 and take an hour or so to fit. The 3.8 doesn't need it but any Pentastar will like this one on Nurse Jeep's JKU with a Teraflex 2" budget boost in it.



After installing the Rancho drop cross over pipe at full droop there is a ton of clearance and given there is so much more clearance at ride height there is no need to replace the heat shield off the original cross over pipe.



Sitting on the deck to compare the sections

XJ CHEROKEE VIBRATIONS

After a lift kit went into this 95 XJ elsewhere, the owner complained about a vibration through the Jeep. We went to a lot of trouble to tune drive line angles and to measure run out in the diff pinion and rear out put shaft. After a lot of messing about with different combinations we discovered the brand X lift kit ran super thick solid nylon bushes and this was transmitting engine / drive line vibrations back through the monocoque chassis and making the job impossible. Next time this Jeep is here for a service we will swap the nylon bushes for OEM "metalastic" bushes, with good old vibration absorbing rubber in them.



MAGNUSON SUPER CHARGER SPECIAL

We have three Magnuson super chargers left in stock for the auto 3.8L petrol V6 JK, \$5400 plus fitting. Call before they vanish if you want some extra mumbo with out any hacking into your JK.



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