

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.



# Jeep + Hospital

## TJ FRONT BODY MOUNT

The front of the TJ body sits on this body mount each side just under the front foot well and this example has a two inch body lift spacer installed. Keep an eye on these chassis mounts, they tend to bow like this one until they crack through. This will give you an annoying constant squeak as well as not support the tub properly. We take the mount out and make up a custom plate to reinforce the mount and weld it back in, then refit the rubber and bolt it all back together.



## NYLON BUSHES

This was the front lower arm in a 2002 TJ. They are the same arm in all XJs, ZJs and TJs and had been refitted with a brand X blue nylon bush kit. As you can see this one is worn. I never use these unless it's the last thing I can get. Rubber bushes are so much better for less vibration transmission and longevity. Don't let any one talk you into these.



## JK DRIVE SHAFT BOOT

We are seeing a lot of these lately. Front and back JK Wrangler drive shaft boots coming adrift one way or another. This allows mud and crud into the slipping tubes and wrecks your drive shaft. If you see your drive shaft boot not in its correct location, replace or repair it as soon as possible.



## 5 SPEED AUTO OUTLET

One of my plans hit a hiccup recently. We planned on swapping in a NV241R Rubicon transfer case with the 4:1 low range to the 2012 JK auto with the Pentastar. After pulling the standard 2.72:1 NV241 we discovered the new auto has a different output shaft, like a WG, the input shaft of the rocktrac was too small and we refitted it up and will see what we can do later to make it match. Watch this space.



## JK DIESEL LINES

This JK CRD had a pair of transmission lines running along the side of the sump, the little locator had come off and the lines were vibrating against the sump bolts. This was so close to wearing through but luckily we picked it up in a service while it was on the hoist. It got a few extra zippy ties and will live to see another day.

## ASBESTOS JEEP

We're building up an old SJ Chief. It was so rusted that the body was removed and in that process we were taking the old rubber floor mats out and found this. Factory asbestos floor molded mats. They would have been installed in Toledo in 1977. If you have an old SJ or J Truck bear in mind you might have these mats too and drilling into them is a bad thing. We had to have them removed and disposed of properly before any more work. I guess they worked well and I learned a good way to ID asbestos in the process. Place a little on the end of a pocket knife and light it with a flame, if it burns it's AC sheet. If it doesn't burn and glows it's asbestos, so be careful and dispose of it properly.

