



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.

TERAFLEX DISC BRAKE CONVERSION

Teraflex USA make a neat rear disc brake conversion kit for the TJ. It comes with everything you need except for metal brake lines and wheel bearing kits and fits up pretty easily. They also have an internal disc park brake and new cables. This 2001 TJ got a set done here at the shop and the first test drive felt good. It will be better when the pads and rotors bed in a bit. It's not a cheap option now thanks to the lousy exchange rate, but a pretty cool mod to do.



CJ8

This rather unique CJ8 had a sick 360. Just plain old worn out and the lack of compression in several cylinders and the excessive oil leaks including out of the dip stick tube tells us that the engine needs a full rebuild including a re-bore and piston size increase. We had a few 360's in stock and had one done up beforehand including being bored 0.030 over. We had to switch the Edelbrock four barrel manifold and the snazzy rocker covers and did a pretty quick engine swap in the end. The trusted TF727 will get a birthday too and one bent Dana 60 rear axle needs replacing. It's an unusual rig which was originally built by a Jeep enthusiast in WA who widened the front end and added nine slots into the grille. It was yellow then and nicknamed Big Bird. It spent some time on the east coast with a new owner attending many Jeep events and featured in previous issues of Jeep Action Magazine. It returned to WA to another owner and was painted Olive Drab and now resides in Victoria.



LONG ARM KIT



The same TJ Wrangler also received a Teraflex Long Arm Kit. The new front arms run a heavy rose joint with grease fitting at the axle end for articulation and an OEM Jeep control arm bush at the chassis end, so there is some rubber there to keep any harsh feedback to a minimum. The arms are fully adjustable without removing them so we can play around with front end caster angles and rear end pinion angles. Technically we lose

a tiny amount of wheel travel (droop) with longer lower arms but the real bonus of long arms is the ride, you can traverse the same terrain at a much higher pace with a smoother controlled ride as the arms are not pointing down at the ground as much and tend to float over the deck much smoother. We also generally leave the upper OEM arms in place, they last forever and once again have rubber bushes, which absorb vibrations well. I also like

the way the front uppers will actually bend on a big frontal 4wd bash, and NOT bend your chassis or axle mounts. Sort of like a fusible link just in case your lead foot takes over. I've bent them back in the days before lockers and ratios were in and we had to use pace not traction to clear things, and since then I've never had to even look at the uppers.

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