



JEEP HOSPITAL

Each issue 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.

LOOSE BOLTS

This worn mount was the result of a loose bolt fitted from day one on this JK lift kit. The interference style nut didn't fall off so it was rattling around for a long time, elongating the control arm bracket hole. The owner said he thought the rattle was normal. We repaired the hole with the die grinder and some snug fitting thick washers and did the bolt up tight this time. Remember to tighten all your control arm and panard bolts when the Jeep is on the deck while the bushes are in their neutral position.



JK TRANNY COOLERS

We've fitted a few versions of an auxiliary cooler and recently fitted this style to a customer's JK. This type of cooler is a different shape to the traditional radiator style cooler and is a good choice to use on the diesel JK as the inter-cooler fills every last millimetre of space in the grille area. We stock the biggest one you can

get which is \$170. Another version we have fitted was a fan forced unit that went under the floor of a Jeep. This involved a lot of time for mounting, plumbing and wiring so I like this set up better.

JK CRD OIL FILTER

This JK CRD oil filter was found fitted like this after we received the Jeep with a few dramas including an oil pressure issue, no wonder. The filter was rammed into the housing and done up, by a special mobile mechanic we're told, I would personally find this hard to do but it's easily fixed. Make sure you get the peg in the hole when changing these sort of filters and remember we stock these filters and other spares which we are happy to mail out to you.



JK WINDSCREEN BOLTS

I've seen this a few times now, aftermarket lights and mounting brackets come with stainless bolts and the captive nut tends to bind up and become loose. This one needed lots of encouragement to remove and when that was done the nut was unusable. You need to take the guard and plenum chamber cover off and try to fit up a new nut. I would recommend you never loctite these bolts and in fact I grease them but do them up tight, so the binding affect can't occur with the dissimilar metals. The same goes for door hinge bolts etc, all those stainless accessories come with them so beware how you fit them up.

TJ 05 HEATER BLOWER RESISTOR WIRE

This is the end result of a fried heater blower resistor. It has claimed the plug as well. A replacement loom/plug kit is now required and available through us if required. They are not cheap at around \$300 for the genuine plug sadly. Every now and then it could be worth pulling that plug on and off a few times to scrape it clean. It can be found under the dash on the glove box side on a TJ.



JK CRD TIMING BELTS

The schedule for a timing belt replacement in the JK diesel engine is every 100,000km or five years. I have always advised our service customers to go three yrs/100,000km. This Jeep is a 2008 model, so it's only eight years old and has done 200,190km. We don't know the service history but this is how the belt looks. The bad news is we will have to look at the top end of the engine to inspect further damage as these engines are an interference motor, as in the pistons clobber the valves. There is a rocker arm designed to fail first, so we'll need to inspect that in due course. In the meantime, if you have a CRD JK, as Molly says, do yourself a favour and make sure you have the belt done at least each three years or 100,000km intervals. It's a lot cheaper than this job will be to repair.



WH BUMP STOPS

Bump stop or jounce rubbers are made of a high density foam rubber compound and they will deteriorate after time. The WH Grand Cherokee is no exception and these are out of my own WH with 189,000km. We stock all bump stops for all model Jeeps here and they are a lot cheaper than genuine I assure you. There is one or two over \$100 through the genuine network. Check your bump stops out every now

and then visually and remember if you've lifted your Jeep you should have dropped the bump stop height around the same amount, especially up front. Some lifted Jeeps have two or three inches added and no front stops adjusted, this means in an emergency stop the chassis will lunge further than it is supposed to and causes excessive body roll. This at high speed is a recipe for disaster.

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