



DR JEEP

Each issue Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his USA 4X4 Jeep Specialist Shop 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.

RUSTY CJ6

This poor old '75 CJ6 is so badly rusted in the body it's all over. They were a cool old machine and had plenty of room. This one's being parted out here to keep other Jeeps alive. The rear Dana 44 axle is going to another CJ5 that's been legless for a year. The rest we'll see about.



13,000 KM JK

I get calls all the time asking "how much for a service". If they call the dealers they have a chart, a list matched to the kilometres and someone, most likely not a mechanic, reads that to you and they say \$X for Xkm. You get the service done, they do just that list and your happy, they stuck to the quote. But nearly every time I see a Jeep it needs something else other than on a hypothetical list, written for the average Jeep. I do a lot of early services on JK's in particular and nearly all of them need the rear diff oil, the brake fluid, sometimes the front diff oil and, if it's a manual, the gear box oil changing. These fluid changes aren't listed on low kilometre services but if you want to do the service properly they need doing. So, I can't answer that service cost question unless I get my crystal ball back. Some people tell me I'm full of it and ripping them off, others are grateful for the attention to detail. The facts are the facts. Even the front diff oil on this 13k Jeep was average and it's so easy to change in a JK as they have diff sump plugs. So, for the sake of a few litres of diff oil and some time while it's on the hoist, it's well worth it. Remember, the Jeep is brand new, stuff is bedding in, metal filings turn oil to sludge and to prolong the life of anything mechanical it needs clean oil. You need to look after your rig properly. They are big investments and get a hard time.



A tester tells me how much H2O is in the brake fluid. Green is zero %, the two oranges are 1 & 2% and OK, the two reds are 3 & 4% and called a fail. As you know water boils at 100 degrees Celsius. Brakes get way hotter than that, add bigger tyres to exacerbate the issue and you'll be coming down the hill and the pedal gets mushy as the water boils and vapor bubbles fill the hydraulic system, bad for braking and also for rusting components. The water is absorbed through the atmosphere and this one went on like a flash to all red, even on the low kilometre JK, so we flushed and added new fluid and bled the system.



SWAY BAR DISCONNECTS

We have been a Teraflex dealer since 1997 and have been fitting their sway bar disconnects since then too. I do a few tricks to make them work better. Setting up in the vice, I put a blank in the lower bush and add a 6mm flat washer to all the grease nipples. I have found without that washer the nipple inner can sit against the bush and won't allow grease in. I then grease it up in the vice and wiggle and rotate it fully to get the grease circulated properly. On the top end, the bush bolt sticks out too far. On our RHD TJ's the front sway bar tends to walk to the left, so the right upper bolt snags on the chassis. Adding a 10mm thick spring washer to that bolt lessens the protrusion and usually does the trick. You need to do the full grease wiggle/rotation to the top ball bush as well. I also use loctite on everything that doesn't have a nyloc nut, including the stow-away pins that go to the chassis. I also add a spring washer to that stow pin as we get lots of calls for sway bar parts that have "disappeared". You also need to carefully consider the stow pin position as they can foul on the sway bar, so take your time to evaluate the best spot to mount them and when they're fitted, grease them each trip. That way the bush will last indefinitely.



JK WHEEL BEARING

A neat two door CRD JK came in with a "noise" when the steering was turned. No kidding, this is the right front wheel bearing, its been dead for a while and the ball bearings falling out one by one. When the Jeep was on the hoist the wheel had lots of movement and it made an ugly rumbling noise. The seal had failed, mud got in and it's a goner. We did them both as the other side was feeling ordinary too. We keep these in stock and they come with their own plug n play sensor. You'll need a 36mm socket and a good rattle gun to get that big nut off.



KJ REAR A-ARM

KJ Cherokees and WG Grand Cherokees have an A-arm upper rear control arm set up. They do not appreciate being jacked up and longer shockers fitted. They over flex the bushes and hyper extend the ball joint

in the centre. This KJ had 130,000 kilometres on it and had a clunk in the rear end. We did the bushes and the ball joint as one job.



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