



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. Many 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.

NV3550 BOOT

The 99 to 04 TJ runs the NV3550 5 speed. A great box, strong and a good range of ratios, but it's not impervious to dirt. The top boot on this gear box had become dislodged, and crud was collecting in the shift tower, then dropping into the gear box internals. These boxes need clean fresh semi synthetic 75W/85 gear oil and I did my customers Jeeps pretty much every service so the synchro's last as long as possible. This box is not well all from a dud rubber seal on a boot. The other trick, all 3 Jeep manual transmissions in the TJ or JK (the NSG370 6 speed it common to both models) all have a simple little vent on the top of the shift tower, not tapped onto a hose to somewhere high, its good idea to add a hose off that point when you're in there snooping around one day. And seal the bell housing from below and add a fording plug. All preventative maintenance that could save you heaps one day.



NQR

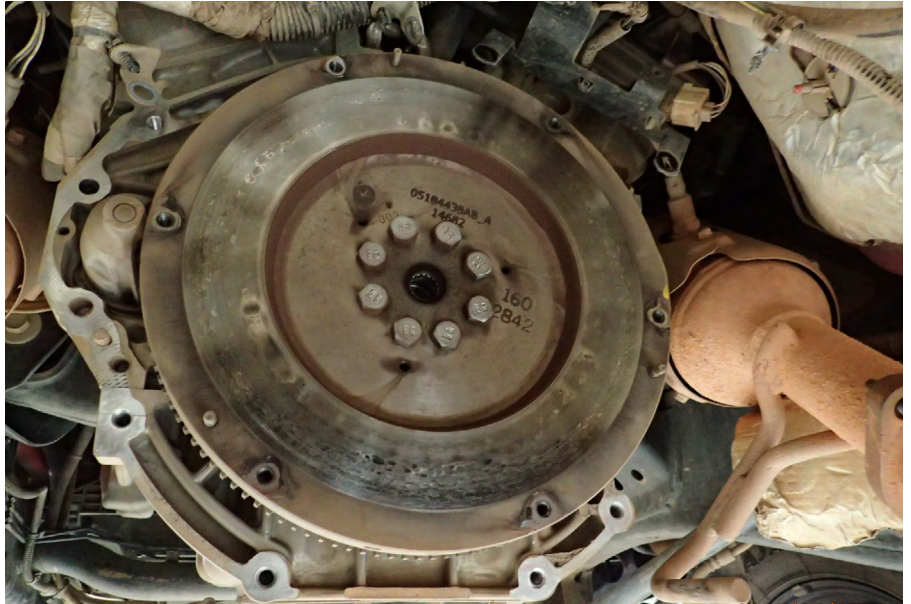
This JK had a brand X lift kit fitted, 4 longer springs and 4 longer shocks only. Consequently, these front sway bar links were maxed out for a few years until this one failed. When doing a lift, pay attention to the sway bar link lengths, bump stop heights, caster angles and panhard rod brackets/ lengths and the longer springs and shocks will work OK, if it doesn't, and you will have dramas with dangerous repercussions.



NSG370 CLUTCH JOB

Doing a 2013 JK clutch recently we experienced a few hassles, the isolation "do-nut" on the shift tower complicated removing the shift tower for extraction and is impossible to refit once the tower was off and back into position in the Jeep, but in the end we found it was not required and made no noise difference to the cabin as there are two secure rubber boots still in place. The other drama, the crusty engine pipe bolts are easy to break, DON'T use a rattle gun, do lube them up and go slow to keep them cool or you will need to get the drill and tap set out like we did. You can see the hot spots on the fly wheel, all machinable so not a problem, we keep good quality JK and TJ clutch kits including both bearings if you're after parts.

Another good trick is to seal up the bell housing lower vent, there is a vent on the 6 speed bell housing up high still, so you can seal up the large gap between the motor and the bell housing with silastic then drill a 30mm hole close to the old hole and add a fording plug for the mud. These clutches all die prematurely thanks to mud ingestion in the thrust bearing. We use a Dana 35C inspection rubber and it works great.



CLUTCH SEAL UP

This was a TJ we did ages ago, it's easy to seal the bottom gap up and drill that hole for the fording plug as shown here.



JEEP CITY VISIT USA 4X4

Old mate Brett from Jeep City was in town, so he's dropped in to visit. That old JKU has had a hard life, but it's still kicking along.

Nice to see you BQ.



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