



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.

SPARK PLUGS

This is a spark plug from a 3.8L petrol JK, the Jeep was on 120K on the clock. Anytime we service a new-to-us Jeep we check the lot, and that includes spark plugs, and this was a doozy, these must have been the original plug, in a 3.8 there due every 50K. I think these must have been the original ones, look at the earth electrode, there is a hole in it. Not to mention the gap is about twice the specified setting. This one was days away from snapping right off and would have scored a bore in the process, fuel economy would have been worse than ever, and power was woeful on the test drive too. So, a new set went in while we also inspected the 3.8 leads. They can be problematic too where the plug end corrodes onto the spark plug and they break on servicing, these didn't luckily, you also need to check the



spark plug lead boot when its off, bend it sideways to see if there is any crack, they show up like shark gills, anything like that stick a new set of leads on. They will also show up a split lead boot

when under full load in top gear, like the old cracked dizzy cap can and you'll get a back fire or two as the spark energy makes its way elsewhere other than the spark plug.

THE DIZZY RASCAL

One of our own supplied 4.0L distributors caused some trouble the other day, we were replacing a flogged out unit with a new aftermarket one and my mechanic had no joy making that motor run nice. I remembered seeing this once before and when we checked the alignment of the drive gear there it was, it was installed need 180 degrees out, that makes it run like a donkey engine, not the plan Stan. Its easily rectified, just pop that roll pin out, turn the gear 180 degrees and reinstall.



EL CHEAPO OIL FILTERS

This was the oil filter in a 2014 JK 3.6L we took out the other day, its imploded, failed miserably, and it has not done a lot of K's certainly not the 12K they say to do your service at. Beware of cheap junk, there are good non genuine parts, and this was not one of them.



WH CABIN OR POLLEN FILTERS

The trusty WH Grand Cherokee is a great old Jeep, and for years I've wondered about something, why can we buy cabin filters or them but there is nowhere to fit them! So, I ended up buying in a Mopar cabin filter assembly and we went to it to find out where it goes. In the plenum chamber between the bonnet and the windscreen there is a steel mesh like a fly wire door, that's the Aussie version of the cabin filter, by removing the rubber seal at the back of the bonnet the plenum chamber lifts up and you can get to it, we found the Mopar ASSY clipped in one side but seemed to be missing some sort of retainer towards the canter of the Jeep, so we drilled a wee hole and used a screw to hold the filter in place, this will work great compared to a wire mesh. All it was doing was keeping large flies out! now this driver/ passenger doesn't have to breath all that filthy air we all drive thru unfiltered. Diesel particles, brake and rubber dust, burnt gasses, all the nasty stuff we all unwittingly breath every time we hit the road and in particular heavy traffic. We see a lot of JK's too that come in with no filter in place, they all will take a filter, it's in the glove box on a JK, pull the box out, run the engine, hit the re-circulation button and the bellows will lift to expose the JK filter, or hole that the filter fits on, WK's and WK2's, KK's and Patriots are all fitted with them, check and change them frequently is my suggestion. It cuts out a lot of rubbish you breath in on the road.



(Lifted from the web)

VEHICLE AIR QUALITY STUDY

A study conducted by California's South Coastal Air Quality Management District found that air inside a car may have up to 10 times the pollutants of outside air. Small particles of these pollutants, which include exhaust fumes, road dust, plant pollen and mold spores, enter a car's interior by way of

the vehicle's heating, air conditioning and ventilation (HVAC) system. Once inside, they become part of the air you breathe. With a cabin air filter, 90% of these contaminants can be prevented from entering your car's interior.

WH OR COMMANDER FRONT DIFF MOUNTS

The 05-10 WH Grand is the same platform as the XH Commander and they have a few typical dramas and were starting to see a lot of front diff mount bushes failing now there 15 or so years old. One picture shows were half way thru removing what's left of the mount that became 2 parts by its

self, the other "dog bone" mount was starting to split the rubber as well and for the hell of it you do the third mound to do a proper job, so it's out with the whole assembly to change them over, that includes bash plates off, front prop shaft CV removed, suspension struts dismantled to get axles out etc.

Not a fun job, not one I'd try at home. We keep all these bushes, so our customers aren't off the road for days waiting, it all went back together and drove like a gem. The bill was not pretty though.



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