

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.



Tony Whitehead (Dr Jeep)



We took the 6.4L Hemi JK for a run up to the bottom of Snowbird Ski Resort, a measly 8500 feet elevation and we weren't even at the top. This JK has been the test bed for many new innovations including the Mopar Hemi engine conversion kit. This one got a motor from a Dodge Challenger, the same motor as you get in the SRT WH. Combined with their CRD (constant radius design) Dana 60 and 44 axles, a Rubicon transfer case and the original transmission, this was a joy to drive on and off the black top.

DR JEEP IN THE U.S.



While in the US I had a chance to visit the boys at Teraflex in Utah. Dennis and Joe were assigned to look after me and gave me a tour of the factory and warehouse.

Walking the car park at the Teraflex HQ is like going to the craziest Jeep Jamboree in the middle of the week, here are a pair of the worker's JKs. What else would you expect?



I got to see plenty of cool new stuff at Teraflex. Here are JK and TJ chassis with heavy duty axles, brakes, arms and other very trick components and half a JK hanging out of the wall. How'd you like that in the lounge room?

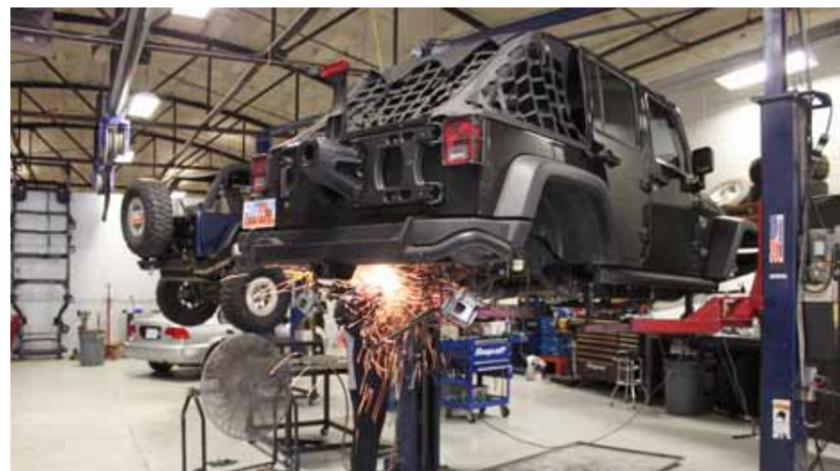


As part of the business of engineering parts for Jeeps you need to catalogue each part and here they keep numerous samples for reference. There were another two walls of this stuff and gear all over the floor.





Here is a range of front Dana 44 and Dana 60 differential housings that can be set up with various centres and pinion angles to suit prescribed lift kits. The CRD (constant radius design) takes the square edge of the differential cover away from the lowest edge of the housing so the edge does not grab rocks and the housing is more likely to slide over objects without doing any damage. Another new feature of this differential is a high volume oil skimmer that supplies so much oil pressure to the pinion, heavy duty seals need to be installed so they don't blow out.



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