

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)

JK ROOF PANELS

We are now a dealer for OUT 4X4 who offer roof racks and hard top insulation panels for JK Wranglers. We have fitted a set of insulation panels in our two door JK. The panels insulate against hot sun beating down on the top and also provide an acoustic dampening affect, taking a little of the droning and buffeting out of the hard top noise. I found the exhaust note of my two door with the Rancho muffler a lot nicer too and can't wait to fit them to Nurse Jeep's four door. The newer hard tops flex more again and buffet badly to my ears. We'll do the four door Jeep in the lighter ghost gum colour.



Panel set installed in the 2012 JK 2 door.

4.0 POWER STEERING LEAK

We had a tricky one in recently, a ZG Grand Cherokee with the common 4.0L engine had power steering fluid leaking from the pump area. The hoses are the usual culprits so we were a little baffled when the hoses checked out OK. The power steering pump needed removing to fit a water pump and that's when Phil spotted the problem, there was a fine crack in the actual housing and it showed up when doing bolts for the pump back up. Not your everyday problem but now I've seen it once, it's something to look for if you have a similar oil leak. We replaced the pump with a good second hand unit but we also keep new pumps on the shelf complete with the pulley. The pulley is tricky to remove and refit to the pump without the right puller and press.



LICENCE PLATE WOES

Rear US license plate brackets aren't used on our Aussie model Wranglers. Our registration plates are fixed to the original rear bar and all sorts of variations are needed and used if a rear bar is changed or you want to fit a tow bar. Here in Victoria you can now order custom USA fitment plates that fit in the American holders. We sell the holders for the TJ and the JK and the light connections are all the same, so too are the actual Australian light covers so you end up with a spare and use one. They look great, solve a big problem and give your Jeep back the US look from the rear. If you're running a TJ you will need to fit a registration plate light or switch to the USA type tail lamps that have the bottom of the lamp clear to illuminate the plate.



1963 WILLYS

One of the Melbourne Jeep Owners Club (MJOC) members fell in love again, this time with a 1963 6-320 Willys truck. We have been doing what's required to obtain a Victorian road worthy certificate (RWC). Being an ex-NSW vehicle where they have annual inspections it was in surprisingly good shape but still needed a few repairs. A holey firewall needed filling, steering drag link adjustment, shackle bushes, brake adjustment, indicator tell tales and a few other little things. New 235/85R16 Cooper S/T Maxx tyres were the perfect choice to stick on this old girl. Cooper used to run the Willys as delivery trucks in the USA in 1960s. We also gave it a tune up with new points, plugs, leads, distributor cap and rotor and all fluids were changed. Funnily it did not have or need seat belts, its pretty weird driving down the road with no belts on.



The Willys truck will be registered on club registration as the MJOC is now officially a classic/historic registration club that can register any vehicle over 25 years old. All you need is a current RWC to qualify for the cheap as chips club rego. Well worth doing if you can.



The 63 Willys has a Dana 44, same sort of thing as the latest JK has, but back then they ran a two piece axle/hub assembly. This one has been split to check the brakes, rather tedious so I'm glad it's not how they do it nowadays. You need a special puller to get the brake drum and hub off in once piece.

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