

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.

Jeep + Hospital



ZG 4.0L HARMONIC BALANCER

One of my long term ZG Grand Cherokee customers arrived at the shop, with a bit of a "clunk" they said. The 260,000 kilometre old harmonic balancer had let go. We fitted a new unit plus a seal and belt and the old 96 ZG was back on the road in no time.



SMITTYBILT HICCUP

Fitting up a TJ rear Smitty bar I discovered a little problem. To access the two inner left side rear rail bolts you need to drop the rear of the fuel tank. Some people might leave these out as there is ample strength in the other multitudes of bolts, but here at USA 4X4 the job is done right. To do that you need to chop a little piece from the bash plate and if you didn't you will never be able to service the fuel tank/pump/filter without having to take the bar back off. I used a die grinder with an inch round super thin wheel, that hardly threw any sparks which is a big concern when working near the fuel tank!



HOT TJ

This TJ Wrangler came in with a failed water pump seal. The long life coolant had gone all over the front of the motor and #1 spark plug. We fitted a thermostat and water pump and cleaned it all up for a trip away the next day.



TWO WHEEL DRIVE

What's different about this KK Cherokee to the norm? It's got no front differential, that's what. This is the first two wheel drive KK Cherokee we have had in the Jeep Hospital. There are a few Jeep models about now with two wheel drive including the Compass and Grand Cherokee.



EXCLUSIVE TO USA 4X4 FOR THE JEEP MARQUE IS THE PLUG AND GO TORQUE TUNER

Most cars of the 21st century use a drive-by-wire system to control the throttle body. Unfortunately, the drive-by-wire system causes subdued acceleration and throttle lag.

The Torque Tuner solves this problem by taking the signal from your pedal and varying it, eliminating throttle lag and changing the driving experience. Torque Tuner has three modes; Sport, Sport+, and Eco mode. Each of which have six levels of adjustability.

Sport mode is suited for enthusiast daily driving, Sport+ is for aggressive driving, and Eco Mode is for fuel consumption.

Benefits: Increased throttle response, more power, faster!

- Eliminating throttle response delays
- Car responds in approximately half the time at low rpm
- Acceleration delay in third and fourth gear equal zero
- Easier overtaking in all gears
- Plug-n-Play less than 15 minute install
- Three modes with six levels of customization, 18 levels in all, each for on the fly
- Torque Tuner custom programmed for Australian delivered vehicles



- Further individual customization capable controller
- European quality
- Manual as well as Automatic transmission compatible, Petrol as well as Diesel
- Can be used in standard or custom tuned vehicles and any make or models

We fitted one on our 2013 2 door JK with 4.1's and 33's and drove it home in the wet, I was fish-tailing away from the lights like a V8. The motor had another 60Kw up to 50% throttle input, the change in throttle response and power output between 0 and 50% throttle input in the JK was breath-taking. I have never experienced such a great little plug-in gadget in my life, so we're now selling them for the Jeep exclusively, and not only for the JK – this suits all models. **\$449 inc gst and freight.**