



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.



JK 2.8 TENSIONER DRAMA

The 2.8 CRD JK motor has a single serpentine belt tensioner. It gets a very hard time, worse than a petrol motor. We have seen a few explode the spring, chatter and dance around making a racket or in this case snap the bolt clean off. We have found that it is best to use a genuine part, as it snapped off again a few weeks later! The cheaper non-genuine part didn't pay off for anyone this time.



JK LOWER ARM BUSHES

A 2011 JKU came in for some love – it had all sorts of clunks and bangs going on. These aftermarket arms had split the polyurethane bushes after a year or so. There was no grease evident either, and the lock nuts on the adjusters were loose as a goose here and there. I prefer to keep stock radius arms unless you need to adjust a caster or drive line angle and have no other means as they last forever and are strong enough. If you insist on changing arms make sure you maintain them and use Loctite on any threads, as the Loctite slogan goes, “Use Loctite or kiss your nuts goodbye.”



99 XJ

The old XJ Cherokee is a great value rig nowadays and despite its lack of a full chassis it's quite a good rig to modify to some extent. A two to three inch kit, 31 inch rubber on 15x7's that keep the tyres right on the factory flares is a great start. We had a young fella send this on to us for a full service that included rear axles and bearings, common on the D35C, and all brakes, a rocker cover leak and a few other bits and pieces including a roof basket and snorkel. The XJ came standard with 3.54 gears and with the 190 HP motor and 31's they have plenty of go in them.



JK POLLEN OR CABIN FILTERS

Any new Jeeps with climate control have these cabin or pollen filters fitted. The one on the 2011 JK is in behind the glove box and easily accessed. The two filters are Mopar only at this stage – other Cherokees and Grands have them available after-market and cheaper but the JK doesn't yet. These ones are 12 months old, 30K on the clock, they get pretty filthy and need to be checked every service.



TO ACCESS THE FILTERS YOU NEED THE MOTOR RUNNING AND HIT THE RECIRCULATION BUTTON ON THE A/C SWITCH TO KEEP THE DOOR OPEN SO THAT YOU CAN ACCESS THE PAIR OF FILTERS ONCE YOU'VE POPPED THE GLOVE BOX OUT AND THE FILTER CAGE UP FROM THE BOTTOM CORNERS.



HERE I'M HOLDING THE CAGE UP TO ACCESS THE FILTER POSITION BEHIND THE GLOVE BOX.



DR JEEP VS SKIPPY

We went out for a spin in Wombat State Forest recently. I might rename it Kangaroo State Forest as on the way out, in a transport section at dusk, I managed to make contact with not one but two roos in a split second. I've touched up a few before in my travels but this was like an explosion as the Eastern Grey managed to rip the right rear flare off in a second and put a slight ding in the door, while the other animal bounced off the left front bar. They both took off and I had to get out and rip the rest of the flare off. I can see how they're meant to come off easily now with the plastic clip arrangement. If that was a person they would have just had a few bruises....I hope! Anyway it also taught me to slow down in the bush in the evening and made me think of what would have happened if I had been on my dirt bike instead! Dr J=0, Skippy=1!



83 CJ CRATE

It's been a while, 18 years since I sold my old 83 CJ7 to a good mate. It's had a couple of transmissions, a rear diff and a new rag top in that time but the old 350 Chevy remained the same (same as the rancho 9000's and in cab that still work after 20 years just fine) so it was time for some love in the engine bay, and after a few calls we worked out that we can replace the motor with a genuine brand new GM long crate motor cheaper than we could rebuild the original engine. Along with a new clutch, water pump and accessories the motor swap went like a breeze, and the old haemorrhaging sad 350 is out to pasture.

