



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.

T90 OIL LEAK

The old Willys 6 230 that we look after had a full gear box rebuild here recently and when it went home it still had a bloody oil leak. We found the rear output yoke was a little daggy and had lost oil past the rear output seal so we corrected that, but it still leaked. So we went back over several gasket surfaces to ensure that we sealed it right, but it still leaked. So I cleaned the transmission and transfer case back to bone dry (again) and took the tunnel cover off and went for yet another test drive. This time I spotted where the oil trail was coming from. Not the top cover gasket, but the little welsh plugs that keep the shifter rods in the top shifter cover housing. I removed the top of the gear box again and took a HD photo that I could enlarge and then did the same after a power wire brush to find the elusive corrosion hole in the plug. It would only leak when hot and running – it was a mongrel to find. We opted to use the J-B Weld product, a two-part metal epoxy for the repair. We put it back together and after another drive it's dry at last.



TJ RADIATOR

We had to roadworthy a pretty wild TJ recently from NSW and we also did a service inspection on the Jeep. This photo shows the view of the radiator tubes with no coolant in it. They were all gooped up. We ran a radiator flush through it, to no avail. It will need another radiator, as cleaning them out is tricky with plastic tanks nowadays and new radiators are pretty cheap. Have a look into yours (if you have a radiator that you can see into that is) and check it out every now and then to prevent an over-heating issue this summer.



DIFFERENTIAL HOUSINGS AT SEMA

I got to check out some great stuff at SEMA this year. How good is this? Crate axle housings from Mopar, all set up with e-lockers disc to disc, LHD front unfortunately, but that's not impossible to rectify. I didn't ask what they were worth, but pretty neat OEM equipment if you live in the USA that is. Dana were also displaying their differentials as well as Teraflex and a few others.



JEEP CHIEF

The Jeep Chief Concept was revealed at the 2015 Easter Jeep Safari and featured in the May/June 2015 issue of Jeep Action. I was lucky enough to see it in person at SEMA.

RANCHO ROCKER

We are Melbourne's official Rancho dealer and we met up with them at SEMA to discuss a few issues and new products. This was a cool display that had a different suspension kit at each corner, plus the other products they do for the JK/JKU. And the good news for the Australian non-Jeeps is that there are a range of RS5000 shocks coming out just for our local vehicles, RHD and all sorted out.



SEMA TERAFLEX DISPLAY

USA4x4 were Australia's first official Teraflex dealer, so it was great to see the Teraflex guys at SEMA. They had an awesome display with a cool two door they called "Raw" as it had steel and alloy clear coated as bare metal from one end to the other. All their suspension and axles and a V8 shoe-horned in there. A really neat rig indeed. Still not registered as even they have some regulations to work to. But nothing like ours, fortunately for them.

JEEP SPECIALIST



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