



JEEP HOSPITAL

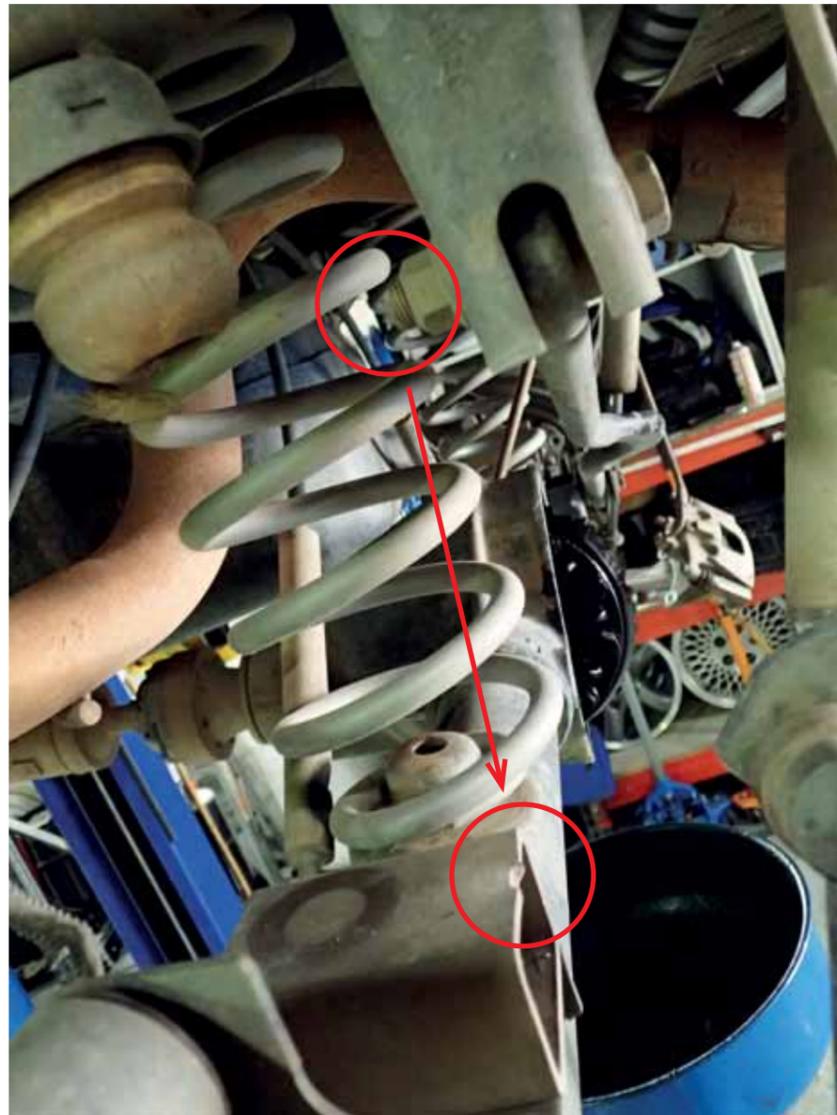
Each month Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his "Jeep Hospital", USA 4X4 Jeep Specialist in Melbourne, Victoria. Over 20 Jeeps are admitted weekly for servicing and suspension work through to differential, transmission and engine rebuilds. Dr Jeep explains the diagnosis, the corrective surgery and future care of these vehicles.

JK REAR TRACK ARM BOLT

We see this little problem a lot. Aftermarket rear bump stop extension pads can poke a little rearward and this one has been bashing away at the rear track arm/panhard bolt. A simple fix is to 180 the bolt so the tip is pointing rearwards. It's a roadworthy issue, no suspension parts must touch/hit each other when in their operating position.

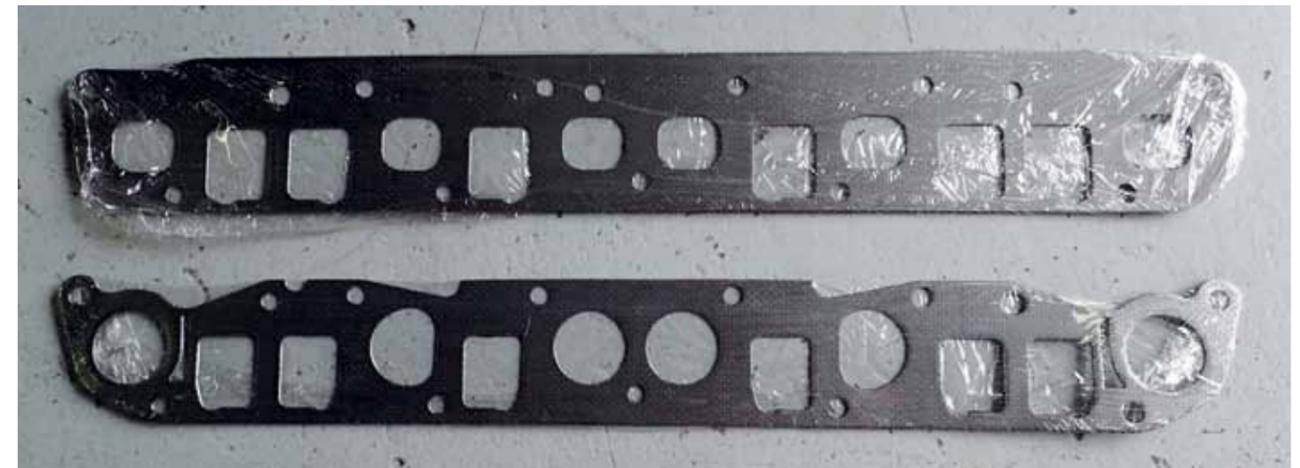
This bump stop or as the Yanks call them, "jounce" rubber, has a piece hanging off it too. We see the fronts on JKs cop it bad. Keep an eye on them on all corners and replace when required. We stock them as they are quite popular.

Remember to tighten panhard or control arm bolts when the Jeep is on the ground, so you set the metalastic bushes in their neutral position. If you tighten them when its hanging at full droop they will preload when back on the ground causing irregular levels and binding the bush which will lead to early failure.



DR JEEP AT THE MJOC MEETING

I was invited to the MJOC (Melbourne Jeep Owners Club) meeting to do a little presentation. We had a hundred or so members and a good turn out of impressive Jeeps. We spoke about the history and current goings on at USA 4X4 which was started in 1990. We showed off our MY12 JK 2 door with the street legal Mopar/Rancho/Teraflex 50mm lift, a Teraflex front HD D30 axle housing and the latest 295/70R17 Mickey Thompson street legal (size) tyre on brand new American Racing ATX Chamber II 17x9 alloy rims. We gave out plenty of stickers and Teraflex key rings to everyone who attended.



INTERESTING 4.0L OBSERVATION 2004-6 TJ

We were sending out a 4.0L TJ inlet/exhaust manifold recently and noticed the later model motor has a much smaller exhaust port. The top gasket shown is the 2004 to 2006 unit, the last two year model TJs which have the full Californian emission treatment with the dual catalytic convertors with four O₂ sensors right under the inlet manifold. These can give trouble in respect to both cats must run identically or the MIL light can come on. I knew about that problem from a 2006

we had here that would throw a code every blue moon. But I never realized the exhaust port was so much smaller. The earlier TJs, XJs and ZJs constantly had cracked exhaust manifolds and the last two years they went back to a two piece cast unit. I guess they changed the port size then. The last of the TJs also got the Mercedes steering box, a copy of the Saginaw box but not a good one. I find they have a lot of slack in them and have seen them break sector shafts. So for both of

those reasons (and the fickle 6 speed that must have constant oil changed to survive) I always advise TJ buyers to avoid the last two year models of TJs if they're looking for a good long term Jeep/project.

LEGAL TYRES

Unless you've been hiding under a rock (maybe deliberately) you might have noticed Johnny 5-0 (the Police) checking out your rig lately. It has been a big problem for a lot of Victorian Jeepers I can assure you. VSB14, the October 2011 new rule book for modifying light vehicles as modeled off the NCOP is only going to make it trickier to modify your Jeep. One of the rules is you are only allowed to increase your tyre rolling diameter by 50mm. That's pretty cruel if you consider a TJ or an XJ that came with a 225/75R15 or 28.5 inch tall tyre. That means a 30.5 inch is the biggest you can go, not even a 31 inch according to VSB14. You might know a TJ came with more like a 30 inch tyre in the USA on pretty similar running gear from the factory, but as we didn't get them we didn't get the matching tyre placard that's unique to your Vin number.

Even early JKs that only came with a 245/75R16 can't legally run a 285/70R16 or a 33 inch tyre. It's all just millimetres off, but the rules are the rules and I'm just a reluctant messenger in this case. So in the heat of all this there is some good news and that's this new Mickey Thompson ATZ³ all terrain in a special new size 295/70R17 just for the JK market. If your JK came stock with 17's as either a Sport or a Rubicon these are right on the money by 5mm on the Sport and 30mm on the Rubicon.

The formula is pretty simple. (Tyre width x profile %) x 2 + (rim size x 25.4) = rolling diameter.

For example a 245/75R17 tyres rolling diameter would be (245x0.75) x2 + (17x25.4) = 801mm. The new 295/70R17 works out at 846 mm, 45 more than the 245/75R17. Something like a 315/70R17 or a 35 inch tyre equate to 874mm, even a Rubicon can't legally run a 35 or 315/70R17 as the stock 255/75R17 = 816mm, that's 58.5mm bigger. And if push came to shove your insurance company can void your claim if they take a look. I know Allianz applies this rule and they are one of the five main underwriters so it is a real issue, despite the head in the sand approach most Aussie Jeepers take.

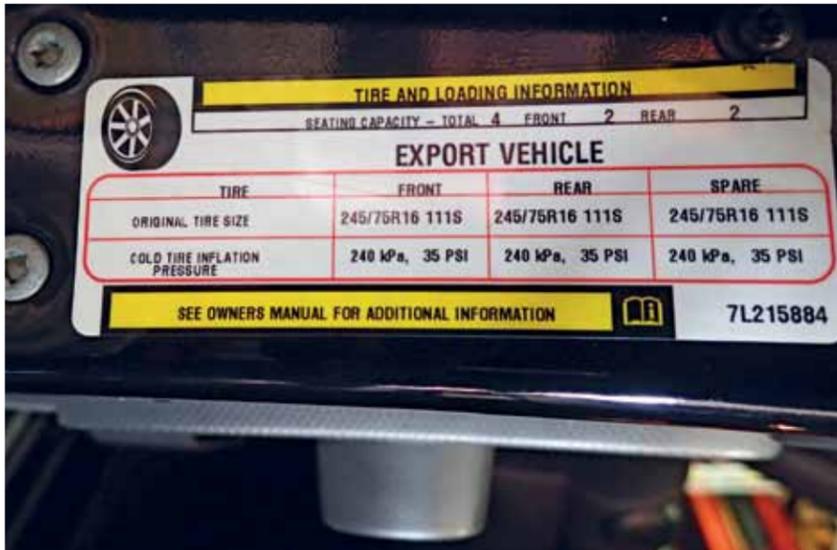
You can work out the max tyre size for your rig going off your own tyre placard and the formula. Track width and suspension lift are the two other main parameters that apply to us as well which I'll go into at some other time. Meanwhile



these new 295's are the shot if you are concerned and the new ATZ³ has a new compound and a brilliant tread pattern, 3 ply (one angled) side walls and plenty of other really cool features designed into them. They are well worth a look and why we love to sell and fit Mickey Thompson at USA 4X4.

And you might have noticed the new ATX American Racing AR198 Chamber II 17x9 alloys in satin black on our green machine. This is another USA 4X4 exclusive product. They are a perfect offset to run the tread of the tyre under the flare. Once again that rule sort of changed with VSB14. It used to read you

could have the "top of the tyre" as in "the contact patch" of the tyre covered in a straight ahead position. Now its "the entire top cross section of the tyre to be covered". So the way I read it, pre VSB14 (October 2011) Jeeps can technically have the side wall bulging out of the flare. So these rims with 285/70R17 tyres will be perfect where as the 295's will need our UNEEK one inch flare extensions to be all legal beagle, so they will be fitted to our JK.



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