

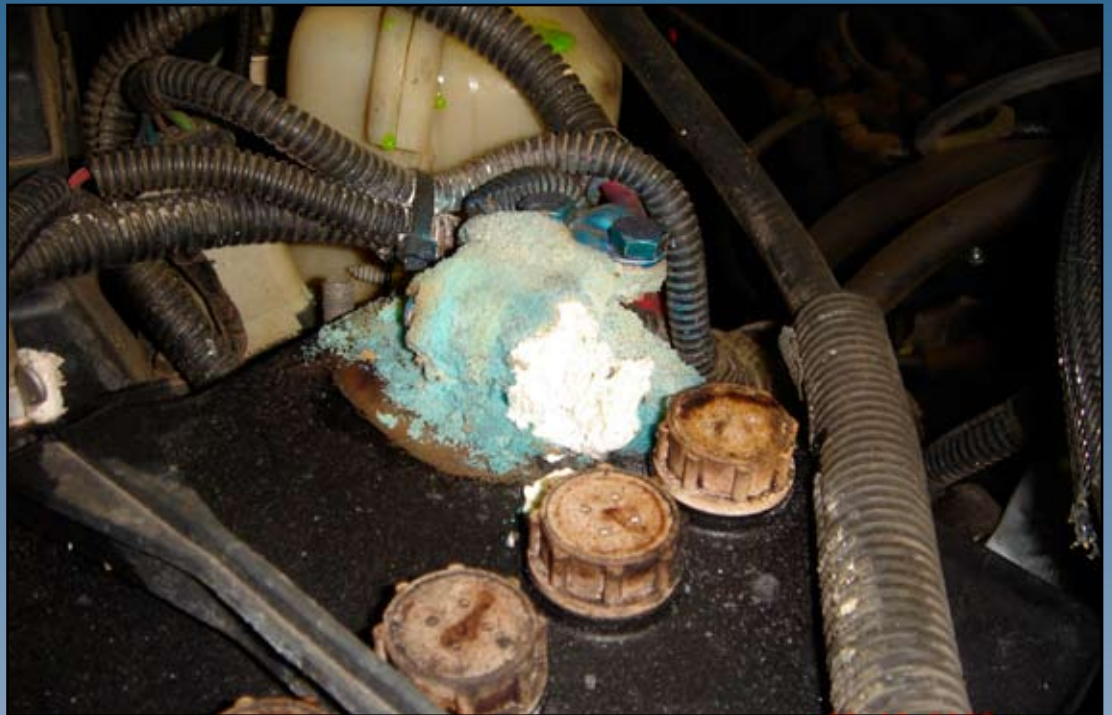


Tony Whitehead (Dr Jeep) diagnoses a problem on a TJ Wrangler

# 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.

It's been another busy month at the Jeep hospital and we have a few repairs to share with you.



Badly corroded battery terminal

The first one is this second battery in an XJ not charging. Battery terminals need love too and letting one get to this state is bad form. To clean terminals in this condition, boil the jug and wash the battery down with the boiling water, somewhere outside where the run-off won't reach any storm water drains. Remove the terminal to check its still in one piece and clean with a wire brush. When you refit the terminal, spray some sort of battery terminal spray or grease on it so it doesn't happen again. While you're there, check the cells are all topped up – preferably with distilled water but cooled boiled water will do. I never have this problem in my Jeep though as I run a sealed Optima battery that won't leak acid and doesn't corrode like a typical battery.



Corroded distributor cap post

This was a funny one. Our head mechanic Travis, is rebuilding one of the few M715s in Australia and was looking for his front bar irons. He could only find one at home. After sitting under the workshop stereo for five years plus, he finally realized where the other one was. Old Dr Jeep found it one day and used it to mount the shop stereo didn't he. I told him I was just looking after it so he didn't lose it! (But he didn't believe me).



*The missing M715 parts*



*Airconditioning compressor*



*Clutch face assembly*



*Clutch face assembly removed from the compressor*



*New bearing*

This 98 XJ Cherokee air conditioner compressor was very noisy. New compressors are expensive but these ones have a replaceable bearing in the clutch assembly that is not hard to change. With the right puller the clutch face assembly can be removed to access the bearing. A press is then used to remove the bearing out of the drive wheel. When re-assembling the unit the clutch needs to be shimmed to just clear the drive pulley between five and ten thou, it's a tricky repair but possible. They sound like crook power steering pumps when they die so be careful identifying its not the power steering pump.



We had this 95 XJ in for a rear differential rebuild. After 350,000km it was worn out. It received new carrier and pinion bearings and new axles and wheel bearings. What was interesting was the body kit put on for the 1995 Sydney motor show where this Jeep was centre stage. Its all a genuine kit you could once get, we thought it looked great.



*Hole cut in transfer case bash plate*

This XJ arrived for a lift kit but it needed some corrective surgery before we even started! Some legend had discovered the transmission mount had collapsed – a lot. So instead of fitting a new one they have got the grinder out and hacked a hole in the bash plate to clear the bottom of the transfer case so it didn't rub anymore! MacGyver would have been proud but we weren't, so we dropped the cross member out, changed the mount and refitted it the way its meant to be.

We had to leave the hole there for now, it could do with being filled in due course.



*Comparing the old and new transfer case mounts*



*Transfer case is now clearing the bash plate with the new mount fitted*

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