



DR JEEP

Each issue Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his USA 4X4 Jeep Specialist Shop 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.

WH/XH 3.0 CRD

The WH Grand Cherokee 2005 to 2010 (called a WK elsewhere) and Jeep Commander came with a 3.0L Mercedes V6 diesel motor. Overall it's a brilliant power plant, but it has a few little issues. They can need an upgrade glow plug module, and sometimes glow plugs, and they can split the oil cooler in the valley making a big mess and a big \$ repair. The turbo inlet pipe can leak which allows oil onto the swirl motor causing an issue with it. There is an upgraded part number for the turbo inlet pipe to prevent the leak. The original part has the orange seal. The upgraded unit has the grey seal, the old ones warp and leak. While you're at it try changing the PVC valve on the right rocker cover every 100K. They are not expensive, for a Jeep that is. We keep them both on the shelf.



LEFT: HERE YOU CAN SEE THE OIL LEAKING AND MAKING ITS WAY ONTO THE SWIRL MOTOR, IT RUNS ROUND THE SIDE OF THE MOTOR AND PRESENTS AS A REAR MAIN LEAK.



THE NEWER PART FOR THE WH TURBO INLET, ITS A MUCH BETTER FIT AND MATERIAL



JK WATER SEPARATOR SENSOR

All JK CRDS's have a fuel filter located on the chassis under the driver's seat area. They have a water sensor in them screwed to the bottom and early JK CRD's have a set up where the sensor has the wires attached, they often end up rubbing on the bash plate if the filter is not tight enough or set too low. So FCA came up with a better sensor and plug; its a sensor with a new plug. Only problem is you have to buy the whole filter assembly which has come down in price from \$555 in 2007 to \$250 now. But, to get the plug you have to buy a whole loom. What a silly idea and another \$292.

RUST = LOOSE

Doing a service on this old 99 TJ I saw this right away. If you see rust around a bolt or other parts it is generally a sign something is loose as a goose, and it was. This lower front arm caster bolt has been left loose, wearing badly and it's actually spun 180 degrees from where it should be. Remember, tighten all these bolts with your Jeep on the ground, in the on-road position.



4.0 INJECTOR DRAMA

This 4.0L motor was running rough. After a look over the ignition side of things I decided to pop the injectors out and found overhanging silastic from the inlet/exhaust manifold job, done elsewhere, all over the place. I cleaned it out and replaced all the injectors with preconditioned units and it ran like a gem again. We do change over reco injectors here, they are sonically cleaned, new O-rings and flow checked, as a change over set. When you do that gasket job just use a smear of silastic, a little goes a long way.



WHEEL NUTS

This TJ Wrangler has had a wheel left loose and driven on. The owner finally noticed, in the nick of time. All the studs look like a beaver has been eating them. Somehow they didn't snap. We fitted five new studs and nuts and we discarded that wheel as the holes in it were flogged out too. When doing up wheels always hand check them. You can get all techno and use a torque wrench and set a typical Jeep 1/2 nut to 80-110 Ft-lb or get a full size 1/2" 400mm breaker bar and check them all.



BUSH REPLACEMENT

When the rubber bushes are worn in your control arms, not just cracked around the exterior, I mean loose worn, don't mess around with urethane type replacement bushes. The original arms have had the job done. It probably costs just as much as replacing the arm with new non-genuine arms with rubber bushes already fitted, as it would to supply and fit urethane bushes to the arms. If you don't have the right tools you can warp the arm and the hole it mounts to when pressing the old ones out and new ones in. Rubber bushes absorb vibration so much better and don't deteriorate in tropical climates. Just stick to the plan and rebush with rubber and new arms.



AND THIS LOWER WAS SO BAD IT WAS RATTLING AROUND...SO IT GOT ONE NEW ARM THIS TIME

AUSSIE MADE JEEP FLOOR MATS

We are proud to be selling a great Aussie made Jeep product. These 3D floor mat kits are custom molded for the JK two and four door, KL Cherokee and WK Grand Cherokee. The WK differs a little and the rear floor mat is flat fitting but the fronts are still custom molded. They all feature a grippy underside that locks to the carpet. They are 100%



waterproof and look awesome. They come as a 4 door JK kits only, so to make them fit the back to the 2 door you need to modify them a little but will work still. Full JK sets cost \$179 and the WK mats (that we can add colour trim for the SRT etc for no extra) are \$165 a set.



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