

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.



Tony Whitehead (Dr Jeep)



JK Lift and Bars

At USA 4X4 we don't go overboard on lifts given the legal, insurance and warranty implications. We fit a lift utilizing Mopar two inch coils, Rancho adjustable shocks and Teraflex and Pro-comp. This kit won't void your warranty, insurance or require an engineer's certificate. Now in Victoria any lift over two inches and tyres over two inches requires a VASS certificate to pass a road worthy test if required.

This 2010 JK got our lift and a set of Warn bars. The Elite front bar was paired to a VRS 9500lb winch with plasma rope and fitted up very neatly with not a huge amount of weight to carry. The combination was well priced too for just over \$2200 for the bar and winch.



JK before the lift



The matching rear WARN bar and tyre mount



Our MOPAR/rancho/teraflex lift on the bench including a rancho My-ride kit.



A close up of the WARN elite bar and VRS 9500 plasma rope set up



The JK teraflex parking pin mounts to the front grille mount



Here is the rear of the JK lift with the rancho shock, teraflex drop panard bracket and Mopar coil



On the rear shock it's possible to run the manifold facing frontwards to protect it from damage while wheeling...this is the rear end sorted



JK my ride pump install. There isn't a lot of space under the JK hood, especially the 2012 model, to fit the My-ride pump and controller. We utilized the fire wall bracket on the driver side and wired into the fuse box. you have to have a switch able power source for the My-ride as they can ghost operate when not required if hard wired when they sense a drop in line pressures.



Running the air lines to the shocks needs to be carefully done so they won't foul or stretch, the fronts fitted up and extra spaghetti cover.



XJ Timing Case

The 4.0L motor has been around for a long time and the one in this 96 XJ had 320,000 km on the clock. The rubber in the harmonic balancer had perished, resulting in a noise up the front of the motor. We found the harmonic balancer was touching the timing case and had to be replaced along with a new seal. You'll need a puller to remove the balancer and the right tool to refit the seal once you pry it out, and a new balancer of course. It's not a massive job, the balancer can be accessed from below by removing the thermo fan. This is easy enough; remove the two small bolts at the top, undo the plug and the fan lifts straight up frame and all. We have balancer kits in stock all the time so drop a line if you need one.



Harmonic balancer rubbing



Here is the old balancer missing sections of rubber and the new one on the right ready to go on.

USA 4X4 parts jeep

Our little CJ7 is up and running after a slow restoration. It's had the rusty sections cut out of the front kick panels and rhino lining applied to the floor section. For wheels and tyres we added new American racing 15x7 Outlaw II's and 31x12.5R15 Mickey Thompson FC-II boots. We have also fitted a fresh set of US tail lights set up with yellow globes for the indicators, some new steering parts, new oils throughout and new rear brakes. We ditched the ugly bar and roof and re-trimmed the Laredo seats. All the CJ7 has is two seats and two shifter levers inside, it's so simple and it's a gem to drive with factory power steering and brakes and a 727 auto.

All that is left to do is fit up the dash with new instruments, cables and maybe a new wireless and it's all sorted.



Gear driven AM6 & 8 starter motors!

We have finally sourced a replacement starter motor for the old 258 or 360 AMC engines. It's a gear driven format, they do away with the old clapper mechanism and work a treat on any AMC 6 or V8.



New shock absorber boots!



Our latest shipment of Rancho RS9000XL adjustable shocks had these new solid boots. We usually leave the boots off as they collect mud and cause more problems than help but these new ones won't, good thinking Rancho!

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- ▶ Melbourne's leading Rancho Dealer with shocks to suit most 4WDs
- ▶ National Teraflex Distributor

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TEL: (03) 9587 2244
FAX: (03) 9587 2299
EMAIL: INFO@USA4X4.COM
WWW.USA4X4.COM
14 FONCECA STREET MORDIALLOC VICTORIA 3195