



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)

PH: (03) 9587 2244

NEW LIGHTS

We were asked to fit some KC 70W HID carbon fibre pods to this JK. They had to be low enough to clear the garage but not too low so you couldn't see out. We had to fabricate a mount to work with the warrior roof rack we also fitted. The end result turned out pretty neat and sturdy and at night the result is astounding. A pair of driving and a pair of spread beams means this JK can see anything in front.



NEW DRIVESHAFT



The JK Wrangler front driveshaft has CV ends which are not adaptable to a decent lift. A replacement option for these shafts is a Tom Woods unit. They come with new yokes for the differential and the transfer case to allow the new cardan joint shaft to fit up. This style of unit has been around on Jeeps since the late 70's and they're good strong units, able to deal with a fair range of angles. Like all moving parts they are not infallible, they need to be greased and serviced regularly. The famous “sparrows” is the noise the dry cardan joint makes as it starts to fail. OEM Jeep cardan joints don't have any grease access (from 1994 models on) but the Tom Woods units have three greasable universals, a greasable slip yoke and access to the

ball socket via a KZD type grease gun adaptor. The other big plus for these shafts is their smaller overall diameter, which means on this CRD four door JK the exhaust won't contact the front tail shaft at full droop and cause problems. Rear shafts in the JKs are the same CV type as the front and while they don't have the same exhaust clearance issue they do have a weakness on raised Jeeps and it's a good idea to update to these new style shafts when it's time to replace the original unit/s. USA 4x4 have a good supply of Tom Woods and Teraflex shafts, they range in price as they range in lengths, but generally they're around the \$880 mark for the whole kit, about the same price as one OEM CV joint fitted and balanced.



The new shaft provides clearance for the exhaust and the angle of the cardan joint is fine, running smooth as silk on this raised Jeep. You can also see the grease nipples, something you just don't get on a JK any more!

JEEP SPECIALIST

4X4

USA

- ▶ General servicing and spares, new and used for all Jeep models 1975 through to current
- ▶ Melbourne's leading Rancho Dealer with shocks to suit most 4WDs
- ▶ National Teraflex Distributor

GREAT PRICES ON RANCHO PRODUCTS

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