

# 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)



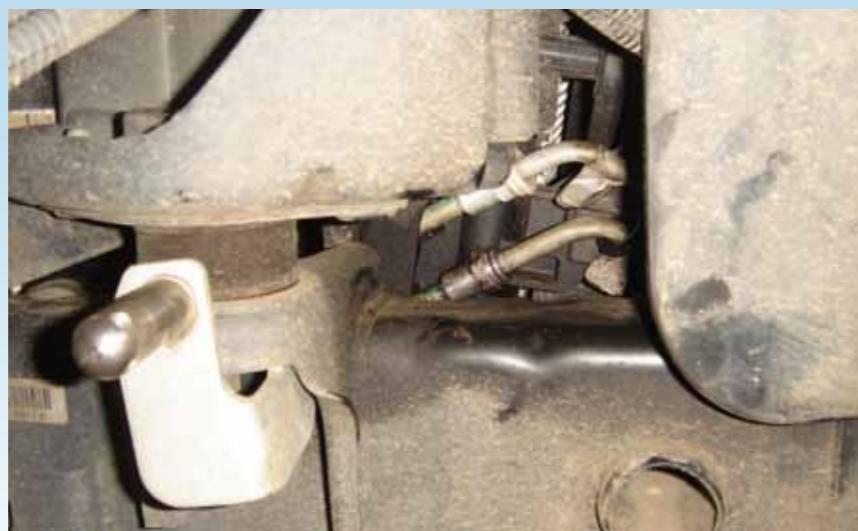
## BAD WIRING

This 1983 CJ7 has had a lot of different wiring jobs done under the dash, so it was rewire time. While I was under there I discovered the clutch lever just about to short out on a full size main power wire. Keeping an eye on wires contacting moving pedals under the dash is advised, especially after alarms, stereos and other accessories are fitted. This could have easily caught fire or cooked the main loom.



## OIL LEAK

This 2008 JK auto had been leaking around the front end of the Jeep. After a good look we found these alloy tube couplers and one was leaking there from the auto transmission to the auto fluid cooler in front of the radiator. One of the internal O-rings had perished, the part # 68003503AA, is available from Chrysler for a measly \$285 but if you had more time and less money I think you could source a replacement O-ring to suit. Either way both tubes come off using the appropriate pipe spanners and the two new ones click back into position like Lego and your leaks are over for now. One good thing, it won't leak much ATF either when removed.



## SEIZED UNIVERSAL

Usually when inspecting for drive line vibration you would be looking for a universal joint with worn needle bearings. Sometimes a universal can go the other way and seize up solid. This one on a TJ tail shaft was found when trying to adjust the drum brakes. Rotating the rear wheels at full droop didn't feel right and on further investigation we found the rock solid universal joint. The photo shows the tail shaft held in the vice, it should be hanging downwards but the solid universal is holding it straight out. Two new universals and the TJ tail shaft was working correctly.



## XJ WITH A COUGH

An XJ with a cough and splutter eventually blew a fuse running the ASD (auto shut down) relay and stopped dead. Once replaced the Jeep would start and run but the scanner showed up a short on the down stream O2 sensor. There are usually two O2 sensors on anything pre 2005 and four on most rigs after that. This Jeep had a fresh looking catalytic converter fitted and a loose O2 wire that had rubbed itself through on the rear drive shaft. A new O2 sensor went in after re-tapping the threaded hole, then the code was cleared and presto, fixed. One thing to make sure you don't do when installing O2 sensors is to use any grease or chemical to lubricate the thread, it messes with the signal to the computer and will cause the Jeep trouble. If the thread is crook use a tap to repair it.



## SYE

One of the main reasons for upgrading to a SYE (Slip Yoke Eliminator) in a TJ is to alleviate drive line vibrations from a lift kit. It will also alleviate using a transfer case drop which loses precious ground clearance. The other reason is to strengthen the weak link in the drive line which is the speedo drive in the NP231 transfer case. When bigger tyres are fitted with standard gears this shaft can snap under load, and usually on a good hill climb. This results in front wheel drive only and sending you back down the hill in one form or another.

The Teraflex SYE is typical of most SYEs and upgrades the speedo drive size to roughly twice the size and strength. You will need a new drive shaft as well. We use Teraflex or Tom Woods shafts and to finish the job a U-bolt style diff yoke is used.



The blue spiral collar is the new drive compared to the steel spiral on the right.

