

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)

BUDGET BOOST DILEMMA

We had a brand new JK in the other day that had been lifted at another workshop. The "mechanic" had put 1.75 inch spring spacers all round and added 3 inch shock drop brackets. The result was the front shocks thumping away bottoming out on themselves. You're better off at 1.75 inches to just leave the standard shock height. We pulled the extensions out and suggested he gets his money back and avoid any more works

by that Jeep expert! To add to that the longer shocks allowed the drive shaft boot to contact the cross over pipe, so removing them also stopped this issue. We also had to add a rear track arm bracket to re-align the differential as the right rear tyre was hard against the rear sway bar at full droop. Disappointing work, but you get that it seems!



After removing the over kill shock brackets all there was left on the front cross over pipe was a mark and a worn drive shaft boot. These boots are still impossible to source on their own.



JK SUSPENSION PROBLEMS

This JK had been lifted by another workshop a couple of years ago and had a few problems to sort out. The left rear shock had been bashing itself to death for a few years without the owner noticing it. It has been smashing into the rear track arm drop bracket as the bracket bolt had been installed pointing in the wrong direction, a simple mistake but a bad result. It was also odd as the rear end was still pulled to the passenger side, that's when we noticed the bent rear panhard rod. They're meant to be dead straight, this one was like a banana. It must have landed on a rock off-road we can only guess. So we told the owner the issues, who didn't care, so we left it!



The bent rear panhard and no front panhard was contorting it's control arm bushes badly at full droop. It's so important to do every aspect of a lift kit to get it right and make it last. If you lift it you need to bump stop it, extend sway bar links, brake lines, drop or lengthen panhard rods and set up caster angles. These bushes will be dead soon and this Jeep has only 24K on the clock.

TOWBAR WIRING ISSUES ON A JK



The "auto electrician" had run all the trailer loom under the cross member, the thing you slam on the ground, bump off and jack up from. We had to refit the lot to hide it and protect it from damage, this is simple stuff that should be done right first time.

INCY WINCY SPIDER XJ

Yikes! This old XJ came in for a terminal death wobble, so we were told. Two hours later we had it sorted but not until a can of mortein was purchased to kill all the Redback spiders we found that were hitching a ride in the rear bumper. This one was a huge Redback, webs are wispy, messy looking webs and I do believe they can kill, or at the least they will give you a nasty bite. I wonder how many more there are on this old Jeep!



JK 2DR OUT 4X4 RHINO RACK SYSTEM

We've been doing a few of these Out 4x4 racks lately. This early two door JK got the heavy hauler system and Rhino legs to suit a full size Rhino rack. Its good for 100kg at full speed or 220kg static on loads. They are designed and made in Australia with an internal strengthening frame (by a Jeep owner), are cast in alloy

(by a Jeep owner) and powder coated (by another Jeep owner) and fitted by me, a Jeep owner. There is a 3 base/cross bar version for the four door model and they can hold up to 120kg at full speed or 320kg stationary. They're perfect for any roof top tent or general loads.



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