

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.



Jeep + Hospital

New Year Specials

BESTOP TJ REPLACE-A-TOP TINT SIDES / CLEAR DOORS BLACK SAIL CLOTH	\$890
BESTOP CJ7 SUPER TOP W/2 PIECE DOORS BLACK DENIM X 1	\$1380
BESTOP CJ7 SOFT HALF DOORS BLACK DENIM X 1	\$385
BESTOP TJ WRAP AROUND DUSTER BLACK DENIM X 1	\$220
BESTOP TJ REPLACE-A-TOP CLEAR SIDES NO DOORS BLACK SAIL CLOTH X 1	\$795
BESTOP TJ HEADER BIKINI & RAIL	\$229
MOPAR JK 4DR BIKINI TOP & HEADER S/HAND	\$160

JK WARN FRONT WINCH BAR S/HAND 6 MONTHS OLD PC \$770.	(NEW \$1350)
JK RANCHO 3.8L (WILL FIT 3.6 TOO) EXHAUST KIT 1 X 2 DOOR, 1 X 4 DOOR	\$395 EACH
JK RANCHO 3.6L CROSS OVER PIPE KITS X 6	\$120
JK D30/44 JK FRONT OUTER AXLE SEAL KIT	2 @ \$125 EACH

TJ 00-06/WG 01-04 4.0L WATER PUMPS	\$69
TJ 96-99 SPARK PLUG WIRE SETS	\$48.50

TJ/XJ MICKEY THOMPSON STEEL WHEELS ONLY ONES IN AUST.	
ONE SET OF 15X7 3.75" BS WITH "O" HOLES	\$660
ONE SET OF 15X8 3.75" BS WITH "O" HOLES	\$690
ONE SET OF 15X8 3.75" BS WITH "D" HOLES	\$690

TJ EXTRACTORS	3 @ \$355
TJ RADIATORS	4 @ \$265

XJ SNORKEL KIT 94-01 AIR FLOW FITS ALL MODELS EXCEPT ANY/EARLY ABS SET UP	\$220
JK D44 4.1:1 & 4.56:1 CROWN WHEEL & PINION UDA	\$300 (NON RUBI)
JK D30 4.1:1 & 4.56:1 CROWN WHEEL & PINION UDA	\$300
TJ D30 4.1:1 & 4.56:1 CROWN WHEEL & PINION UDA	\$300
TJ D44 4.1:1 & 4.56:1 CROWN WHEEL & PINION UDA	\$300

JK ASFIR 3.8L ENGINE BASH PLATE	\$695
JK ASFIR 3.6L ENGINE BASH PLATE	\$749
JK ASFIR 3.6/8L AUTO TRANSFER-CASE BASH PLATE	\$419
JK ASFIR 3.8L SWB FUEL TANK BASH PLATE	\$495
JK ASFIR 3.6L SWB FUEL TANK BASH PLATE	\$536
JK ASFIR 3.6L LWB FUEL TANK BASH PLATE	\$695
(MORE JK/WJ/KK ASFIR PRODUCTS PLS E-MAIL INQUIRY)	

Offer ends 28/2/2014

TERA-ISED NP231

The NP231 in a TJ Wrangler is a good strong reliable unit but it can be improved here at USA 4X4 with a few Teraflex products. This 231 is a hamburger with the lot, a super short SYE with the electronic speed pick up, set for 33s and 4.1 gears, it also has the Tera 2-LOW shift plate, allowing for two low to be selected only. This is an advantage on super tight switch backs to some extent but its real bonus is for situations like backing a big trailer up your steep driveway. You have all the advantage of low gear ratios being kind to your clutch without the problem of drive line wind up.

Thirdly, this 231 got the famous Tera-low, taking the OEM low range ratio from 2.72:1 to 4:1, that effectively reduces the final drive crawl ratio with the OEM 3.07:1 diffs to the same as having 4.56:1 diff gears. change diff ratios and run a Tera-low and you can go for a better road ratio like 3.73 or 4.1 AND when in low have a crawl ratio up around 60:1. I've run one in my TJ for years, they're brilliant little units BUT they're not for everyone. They're meant to be operated at maximum 3000rpm as the extra planetaries do not like high revs, so for a sand, snow or mud runner Jeep they're not the go. Stick to dropping diff ratios, but for what I do in my TJ here in Victoria they're brilliant. Steep hill climbs, rock hopping and technical sections is what the 4 to 1 loves. Ironically, years after the first Tera-low Teraflex has some input to the Rubicon's NV241R, so you can buy a Jeep with this but you can't buy a TJ with it.

There is also a model available for the XJ, the CJ Dana 20 (not as low ratio but still better) and even an old scout.



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