



# 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.



## R&R

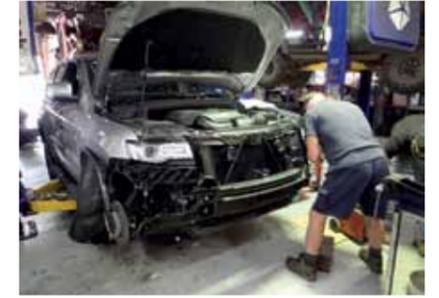
As well as working on Jeeps it's also nice to go driving in them, so I went out with the Melbourne Jeep Owners Club (MJOC). I decided to take the TJ out this time, it's a ripper old bus, a 96 with Detroit's and all the bells and whistles. We had a good day out around the Bonnie Doon area. I got to use my WARN winch to drag Ken Dunnachie's TJ back for another go.



## ECB

We have fitted a few East Coast Bullbars (ECB) to Grand Cherokees. The whole front of the Grand is removed to trim it down and fit the irons to mount the bar. The top of the original bumper goes back on to cover the hole it would otherwise have. The ECB bar is a beautiful thing, this one has the black ripple finish and they come in full polish and a few other powder coated finishes too.

The Grand is also running on a set of LTZ Cooper 275/45R20 tyres, all it needs now is a torque tuner module.



## PARK BRAKE SHOES

I've never really seen a drama before with internal disc brake park brakes other than they don't work very well after long. This Jeep had some re-bonded shoes done at some earlier stage, they failed and locked up the brake until the owner forced/drove it free. The friction material was not stuck to the metal shoe and bound up the wheel. A new set of genuine shoes went in at \$286 and the Jeep was sorted.



## AXLE SPLINE DEPTH

We were replacing some axle universals in a TJ and found an interesting difference in the depth that the front axle spline engages in the front diff side gear. We pulled a second hand axle off the shelf and found it had nearly 10mm less depth wear marks on the ARB air locker. Add big tyres and low ratios and this will wear even worse. This one had a fair amount of wear in the axle splines and made me wonder how long they will last.



## BEAD LOCKS

I sold a set of 35 inch MTZ's and my old 15x10 King Racing bead locks. They took a fair bit to clean up and fit. They are not ADR approved so bare that in mind if you're keen on them. They are not even DOT approved in the USA.





## BRAKE DISC/ DRUM KEEPER

We have covered this before and it is worth mentioning again. TJs and JKs had these little keepers on the wheel studs to locate the drum or disc during production. The OEM original wheels have a recess to allow for them as do some aftermarket wheels, but some don't. American Racing is one that doesn't and this TJ had a set of old A.R.E. Neptunes on and no one had removed the keepers. That leads to



a wheel that's not sitting flat on the face surface and in some cases can wobble loose and snap studs. We get calls all the time for replacement studs exactly from

this and occasionally a wheel can come right off. Removing them before fitting after market wheels is the safest bet.

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Contact Scott Davidson for more info:  
 03 8790 7326 or 0427 983 555  
[scottd@melbournesbestprices.com.au](mailto:scottd@melbournesbestprices.com.au)  
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