



JEEP HOSPITAL

Each issue 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.

BENT BRAKES IN THE XJ

We had a fella come in for a RWC on a '97 XJ. We got it all ship-shape and sent it out. A few weeks later it shows up on a truck, seems the brakes were suss. We found this brake shoe all bent out of shape and we also found the front wheel plastic hub caps missing but the steel cap screws there. Then we get told they went wheeling down some big hills in 4HI, but relied on the brakes all day. What's happened is the brakes got so red hot the hub caps melted off and this shoe must have been red hot too and under load bent the hinged end. It also damaged a wheel cylinder. The fella now knows to use the low range gearing and not the brakes for steep grades.



CLEAN AS A WHISTLE

This 1984 CJ7 popped out of nowhere the other day to the shop. It's an original one owner bought brand new in 1984 and garaged ever since. What a beautiful original example of the last of the Aussie CJs. Australia had a few 1985s but they're as rare as rocking horse poop. I'd swap back the original front bar if it was mine, otherwise it's absolutely perfect. The only job we will be doing is fitting an alloy rocker cover to replace the leaking plastic original one.



machine to drive in the sand here and there. High range 4wd was required a lot and the engine management kept engaging to keep me scaling a few dunes other Jeeps could manage. I will take my TJ next time. Ken Dunnachie has been leading trips there for the last few years and lives for the sand in his little TJ. The following week another 50 MJOC members attended. What a great week/weekend, well worth the six hour drive from Melbourne.

MJOC TO BEACHPORT S.A.

I recently had the chance to attend a weekend with the MJOC (Melbourne Jeep Owners Club) to Beachport S.A. What a hoot! Sand dunes, beaches, rough trails and boggy lakes. My co-pilot was James, a fireman from Scotland on a three month holiday to Australia. He came from floods and freezing rain to the beautiful beaches of S.A. and will remember it forever. My 3.6L V6/5 speed auto was a bit of a tricky



2000-2006 TJ

Later TJs got a screw on type clutch cooling fan arrangement. The hub knocks on with a regular right hand thread. Usually all we need to do is get the right size open end spanner on the hub nut and give it a good whack anti clock wise (lefty loosey) to break it free to remove it and, likewise, all it takes to attach it once you hand screw the hub on is a crack in the correct (righty tighty) direction. BUT this one had been fitted with loctite hadn't it? It took an hour to get access, to lock up the pulley to remove it and then more time to clean up the marks in the locked up pulley. You don't need to loctite these fan hubs on. It just causes grief if you do.



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In an extensive shock absorber comparison test, conducted by esteemed offroad and adventure publishers - **Overland Journal**, Rancho® RS9000XL shocks outperformed Bilstein, Fox, Old Man Emu and Icon VD units. Chris Collard reported on the test that put five of some of the world's leading shock brands through abuse worthy of Dakar in a head-to-head three-state shootout. With a combination of Track and Field-Testing, Desert Testing, and in-depth Dyno Testing, the Rancho® RS9000XL shocks were awarded **Editor's Choice**. [*Overland Journal - Gear Guide 2014*]



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