



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.

4.0L 5 CYLINDER

I've had a TJ since the first day you could have one, late in 1996. The motor always had a lot of piston slap noise, it sounded like a diesel not a petrol motor. They updated the piston and block design shortly after to eliminate this but mine went for the next 20 years and 240,000km. One day we wrecked out a 98 TJ here with only 117,000 Km on the clock so I always had a plan to swap over motors in to old Jeep-I. Then one rainy day last year we did it and everything went fine, until 5000 km later when it started to chug like an old bus. After a few tests it was obvious it was running on 5 cylinders, down on #1, so off came the head to see what was going on. After fishing out the hydraulic lifter for #1 cylinder it became pretty obvious, the #1 inlet lifter had lost several millimetres of steel off the bottom of it. The cam lobe was the same, another lifter had pitting on the surface but others were OK. So the 117Km motor that was stored under the bench for over five years had corroded whilst being stored and this was the result after running it again after such a long time. Once again it was motor out, this time for a full reco; rings, bearings, head reco and a stage II cam shaft, lets hope I get the next 20 years of service out of the old TJ without a problem.



EARLY JK CLOCK SPRING HORN BUTTON REMOVAL

The early JK models seem to go through a lot of clock springs. One symptom is the air bag light in the dash which will be on and will affect road worthy requirements. To remove the clock spring once the horn

button is off is straight forward – getting the horn button off is the tricky job. When you've disconnected the battery and waited 10 minutes you can make a tool up from a small flat bladed screw driver, you

need to flick the three heavy wire prongs up to clear the locking tabs they all locate on, coming in from behind the wheel as pictured. Once one is unhooked the rest are still sticky, but at least this pic shows you where to shoot for.



CLEAN ME!

We had a JK in with a K&N filter. They only make one for the petrol models – sorry CRD owners. This one had been left to foul up badly. As it's not stock some dealerships won't touch it and this Jeep had been to a Jeep dealer for the last few services. They need to be cleaned each service and then some, especially if your running a snorkel as they suck in even more bugs and dirt than a stock set up does. K&N make a cleaner kit that we sell or is available anywhere. You need to



shake out the main bugs, spray the cleaner on and hose it off with a medium pressure hose, they come up like new before your eyes, then shake it dry, don't use compressed air as it can tear the cotton

filament, then sit it in the sun to dry before re-oiling it. And don't over oil it either, too much oil will block air flow and in some machines with carbies they will run rich with fuel and run like a dog.

JK PCV VENT & TURBO AIR INLET PIPE

You can see the oil around the PCV vent here that transfers through to the turbo air inlet pipe, the pipe is soaked with oil. This all helps gum up your motor. Fitting a catch can is a good idea. That way you don't ingest that oil into the motor at such a rate and you can bleed off the over flow now and then. Old diesel owners swear by them, so we worked out a great little kit for the CRD JK, and made a small bracket to suit. hopefully this will stop the customers "puffs of smoke" issue. We also fitted something similar to a WK attached to the air box itself. Drop us a line for the cost of this JK kit or the WK catch can.



LEFT: HERE IS THE CATCH CAN FITTED UP TO THE JK CRD. IT'S PRETTY SIMPLE TO HANG OFF THE FIRE WALL AROUND THIS AREA AND EASY TO DRAIN PERIODICALLY.

PROOF!

Cleaning up the other day I found my Year 7 pencil case that I made in woodwork at Blackburn High School in 1979. As you can see, it has a nice pocket knife carving in it, done in 1979. Proof I'm Jeep mad and have been since then! It's a nasty disease that will cost you a lot of time and money but hell, its also a lot of fun too. Back in 79 you could buy a quady CJ7 for \$10,999 or a FJ40 Toyota for \$4000, they called the FJ the "poor man's Jeep". No wonder hey? You could buy nearly three Toyotas for one CJ.





YELLOW SUBMARINE

The MJOC Jeep Muster over the Anzac weekend was a hoot. I spent a day and night up at Whalhalla with them, just north of Moe, but it claimed a few victims. This TJ went for a really good swim, covering the bases of the seats and filling the glove box and this is a tall Jeep. The MJOC crew extracted the TJ after a while and dropped the engine oil while one member went to town to buy 10 litres of fresh oil. They dumped the oil and refilled twice, dried the air filter and emptied water out of the filter box. They got it running with a lot of smoke and steam and the owner drove it home. That trip home saved this rig from becoming a write-off in my opinion. We dumped the fluids but it's going to be OK. There will be something else to fiddle with, no doubt, over the next few months but it's not going to Jeep heaven. Good effort MJOC.



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