

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. 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. We now have K&N available for the petrol and CRD JK, available through us.