



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.

TJ FRONT END TRICKS

TJ Wrangler left inner tie rod ends usually have a rear facing grease nipple. This is always a problem for clearance on a lifted TJ as the nipple will make contact and be damaged. This TJ owner came up with a novel idea to shorten the sway bar link and raise the sway bar mount. Technically welding any steering component must be done by a qualified welder and even more technically X-rayed. We now stock tie rod ends that have a side mount grease nipple that allows clearance again and won't smash the nipple off. I've been modifying that tie rod end by plugging off the rear grease nipple hole with the appropriate threaded plug and drill/tap a 6mm hole on the top side of the tie rod end bulb, but these are made like that now. And remember to use your grease gun. I pressure wash then grease after each 4WD trip, there are at least eight points on the front end of a TJ/XJ/ZJ and more in the drive shafts to attend to. We see so many rusty dusty unis that come in on service jobs. All potential axle or drive line breakages, not a popular problem to happen when you're out in the bush with you or your buddies. The outer tie rod ends on those models have a tendency to spit grease out onto the front disc rotors, make sure you wipe up any excess that wants to lubricate your brakes.



75TH CELEBRATIONS

I have to congratulate the Jeep Action Magazine crew, their volunteers and exhibitors for an outstanding Jeep 75th Celebrations and display held recently at the Bendigo show grounds. What a great gig, attendance was remarkable considering the weekend it was held on, an AFL grand final, the Deni Ute Muster and Chopped, all massive events held not that far away and on the same weekend which probably held a few people back. Being a Jeep related business and in my Dr Jeep disguise we had a vendor stand for USA 4x4. We displayed a few interesting USA 4x4 machines, our old 96 TJ covered in Rhino Lining inside and out, Teraflexed end to end and WARNed up front. We

also had the 2012 JK two door Pentastar, and our 78 Chief Mad Max Wagon, plus a radical old YJ clipped CJ8 and a mint condition CJ8 with an XJ 4.0L fitted up, with factory cruise control and the lot. With support from Teraflex USA, Cooper, Mickey Thompson and Federal tyres we had a great little set up in the giant Jeep shed, with plenty of inquisitive Jeep owners to talk to. I was off half the time checking out all the other rigs lined up on display like the experimental JU1 J10 and a one off custom 6 wheel drive GPW, or the rows of AMC, Willys and Kaiser rigs and for the first Jeep event in ages, the Classics weren't overpowered by the JK's. Once it was the classics, and early Chrysler models, but now the JK's have certainly taken over and it's all angry grilles and flat fenders. The JK's are certainly a great Jeep but I just can't see why you'd

