



DR JEEP

Each issue Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his USA 4x4 Jeep Specialist Shop 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.

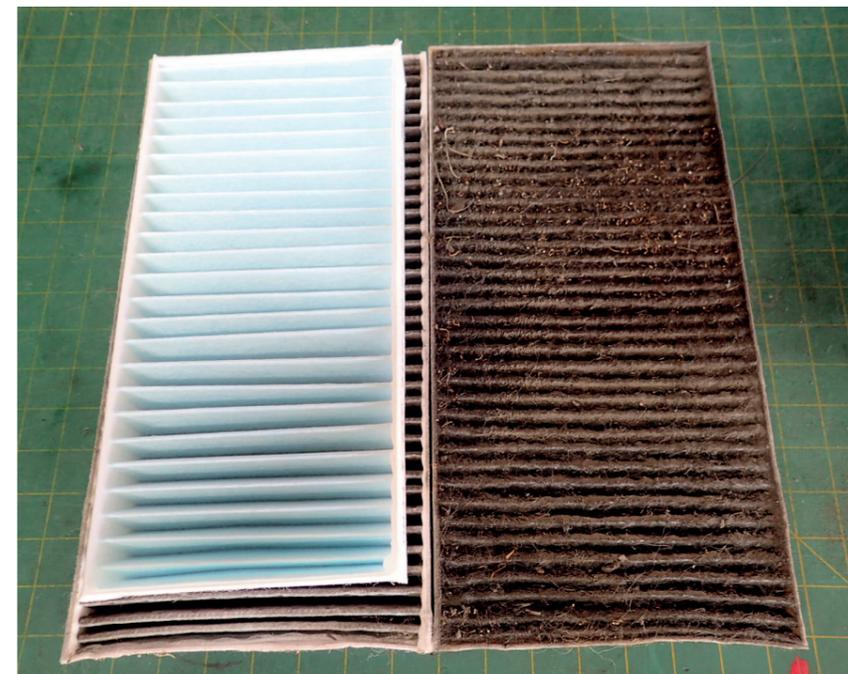
YOU GET WHAT YOU PAY FOR

As a Mickey Thompson and Cooper tyre dealer here at USA 4x4, we get to fit some awesome tyres. They are the highest quality tyres on the market in my opinion. Here is a set of 265/70R17 Mickey Thompson STZ's we fitted to a ute in mid 2013 and they have covered 169,000 kilometres. These guys do fibre optic cabling and we put a set on both these guys utes, they get them rotated every 20K, wheel alignment every 40K and they were all evenly worn. The tyres still had 5mm on them from the original 14mm and they had never had a puncture (on either ute) in that whole time. Some one that buys cheap tyres to save a few dollars needs to realize quality, safety, durability and reliability are worth paying a little more for. And ironically the 2017 price for these tyres was \$60 less than 2013. So if you want value for money, do yourself a favour next time it's time for tyres and buy some M/T or Coopers, both American made premium tyres.



CABIN/POLLEN FILTERS

This is a cabin or pollen filter we changed recently and it's about as feral as I've ever seen one. Not all Jeeps have them, but if yours does change it now and then. They're usually accessible through the glove box area. You will need to run the engine and put the HVAC system on recirculate mode to lift the bellows off them. We sell a range of them here. Early JK's don't run them but later ones do, along with KK and WK's. One oddity is the WH, they can be fitted with a filter mounting kit then a filter, but they don't come with them standard. We have the kits and filters too. Below is an extract I found on the internet, so it must be true!



Vehicle air quality study:

A study conducted by California's South Coastal Air Quality Management District found that air inside a car may have up to 10 times the pollutants of outside air. Small particles of these pollutants, which include exhaust fumes, road dust, plant pollen and

mold spores, enter a car's interior by way of the vehicle's heating, air conditioning and ventilation (HVAC) system. Once inside, they become part of the air you breathe. With a cabin air filter, 90% of these contaminants can be prevented from entering your car's interior.



4.0 DISTRIBUTOR

A broken down 4.0L powered XJ was towed in. It had a few codes when we scanned it up, the main one, lost cam position sensor signal. On further inspection when I pulled the cap, rotor, then the cam position sensor, the tone ring came with it magnetically attached to the sensor magnet. That's meant to be located to the white plastic disc, never seen this before. It was not an OEM distributor, guess it's worth a look and a wriggle occasionally when you inspect your distributor cap and rotor condition. Plugs should be done every 50K on those older motors, leads every 100k and caps/rotors when they're crusty looking.



CRACKING UP

This TJ Wrangler's front panhard mount has a tiny crack. It's hard to spot, but we were looking for damage after another motorist decided to side swipe the TJ in traffic. We had to refit an axle bracket and fortunately the cast panhard bracket will weld up OK. This one was ground out with a fine cut off wheel and our qualified welder did the repair.



MILKY OILS

If you go wheeling and you're up to the gunwales in water, you need to have your oils changed much more frequently. This Jeep hasn't been here for 12 months and its been in the bush all winter. This is the result, milky oil in the diffs and gearbox, this is bad news for long term operation and reliability.



KJ CRD

We had a KJ Cherokee in recently that was chugging away while driving it along. Seems no one ever bothered to change the fuel filter and when we did we found all sorts of growth and barnacles in it. All diesels need a fuel filter change every 40K. Changing fuel filters can save a lot of hassle for the cost of a filter usually around \$75. If enough crud makes it through the diesel pump and injectors you can write a \$5K KJ off for a fuel pump and injector overhaul.

On that note early XJ's, some ZG's and WJ's had a fuel filter located up near the rear axle, have a look and if you have one, change it now and then. Petrol or diesel fuel injectors can all fail with crud in the fuel.

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