



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.

WATER PUMP WOES

A neat KK Cherokee, 2009 4WD (yes there are 2WD ones out there!) came in to the shop after having a water pump fail. Another shop replaced it but couldn't get it to run well, so it ended up here for me to diagnose. In some ways it's the first thing you'd think to check but there is a bit involved in "checking" a water pump, so we went snooping around the thermostat and re-flushed the radiator but still no circulation. So off with the "new" water pump and this is the broken impeller that fell off as we took the pump off. What a mongrel problem, anyway we added a 180 not 195 thermostat and another water pump and it's good as gold.



SHOCK CLEARANCE

When you fit up some shocks on the rear of a TJ, the shock body can touch the circular spring pad. We normally use some shock adapters that push the body further back, but this works too really. What also works is a little grinder surgery on the lower coil pad, it doesn't seem to cause any dramas. The main load is centred and the outer section here doesn't bend or have a problem and the shock body at full droop will clear the mount OK. But look at the condition of those coils, that tells me one thing, this Jeep has been a salt water/beach basher from NSW or QLD.



REAR AXLE SEALS

Keep an eye on your rear axle seals for signs of oil leaks. It's a common problem on the older Jeeps and if a leak goes on unchecked it can contaminate your brake linings. If that happens everything will need replacing, so as soon as you see oil wetting the backing plate, get in there and change the axle bearing and seal. It will save your brakes and money.

TURBO HOSE

A long-term customer runs a 2005 CRD KJ and it has been a great little Jeep over the years. He called with the usual symptoms of a split inter-cooler hose, smokey exhaust, lack of mumbo and engine light on. So, I had him drop in, test drove it myself and scanned it up and yep, turbo boost problems. The main hose that fails is between the inter-cooler and the inlet manifold which is the large one on the passenger side. Removing it is easy and failure was pretty obvious when it was removed, a large split in the silicone hose was evident. We keep non-genuine ones in stock for 05/06 so we fitted it up, cleared the code and had the little KJ back on the road in no time. JK CRDs do this a lot too, same symptoms and same cure.



CRAZY PRICES

I've been running USA 4x4 for 27 years now and I'm immune to the prices of parts, but every now and then I see something that is just bananas. So, I have compiled a list of some of the crazier prices I have seen for genuine parts.

DESCRIPTION	QTY	COST	GST ...	TOTAL
HEAD LIGHT R/H WK2 LTD		5,387.82	489.80	5,387.82
KL FR STRUT STD HEIGHT STOCK (AND THE TAIL HAWK STRUT IS BIGGER AND \$445+ GST- GO FIGURE)		1,436.60	130.60	1,436.60
WH PASS SIDE SUN VISOR CLIP		60.50	5.50	60.50
REAR LEFT HAND AIR BAG SUSPENSION WK2		1,485.95	135.09	1,485.95
WK 2011 ELECTRIC POWER STEERING PUMP		3,140.00	285.45	3,140.00
WK LEFT SIDE MIRROR OVERLAND 9/13		3,999.35	363.58	3,999.35
KK 2.8 2008 FUEL INJECTOR 4 REQD \$1K WORTH OF INJECTORS!!!! FOR A 9 YR OLD JEEP COMMANDER 2006 PCM		2,251.71	204.70	2,251.71
KJ HIGH PRESSURE POWER STEER HOSE		8,030.00	730.00	8,030.00
WK2 CRD WATER PUMP		759.99	69.09	759.99
RELAY XJ ZJ INDICATORS fca \$161		2,328.70	211.70	2,328.70
JK CRD 2011 ALTERNATOR OEM		161.96	14.72	161.96
		1,947.00	177.00	1,947.00

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