



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. Many 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 2006/2006 MANICATS

I always get asked what the best TJ to buy, my answer is anything but a 2005 or 2006. While they had some nice features other didn't get like sat nav, hard & soft top, alloy wheels, A/C std.

They also come with 4 things I don't like; one is they have a Chrysler copy of the Saginaw steering box, and they always have excess slack in them. The second is the have the NSG370 speed and those transmissions need special attention to keep them fit and then there is the full California spec emissions system that includes a smaller exhaust port on the heads and these dear-as-hell exhaust systems.

They run a pair of catalytic convertors incorporated into the exhaust manifold rite below the inlet manifold and a third is cat downstream again, we call this a Y-pipe here and with that four O2 sensors that monitor each manicat. Every second TJ with this set up has a MIL/engine light on and it will scan up saying O2 issue. And this is what happened to the cats, they burn differently to each other, and the ECU gets this info and throws the MIL on. You can clear it and buzz round locally and it might stay off but get that motor to temp/certain speed/rpm for a certain time and it will measure the 2 burns and throw the code again. These

Y-pipes are big bucks too, cats are generally but special Jeep ones are worse and expect to pay \$1800 for a genuine one plus fitting if you can find one.

You can see the damage in these pics. There is one more issue too, they all came with long life coolant and half the late model TJ's we get in here have had the hater core rot out and have no heater as the job to change is rather epic. If you have a 2005 or 2006 run good quality fuel and try not to do short trips everywhere, change the gear box oil each service, keep an eye on the steering box and change out the red coolant for some green stuff.

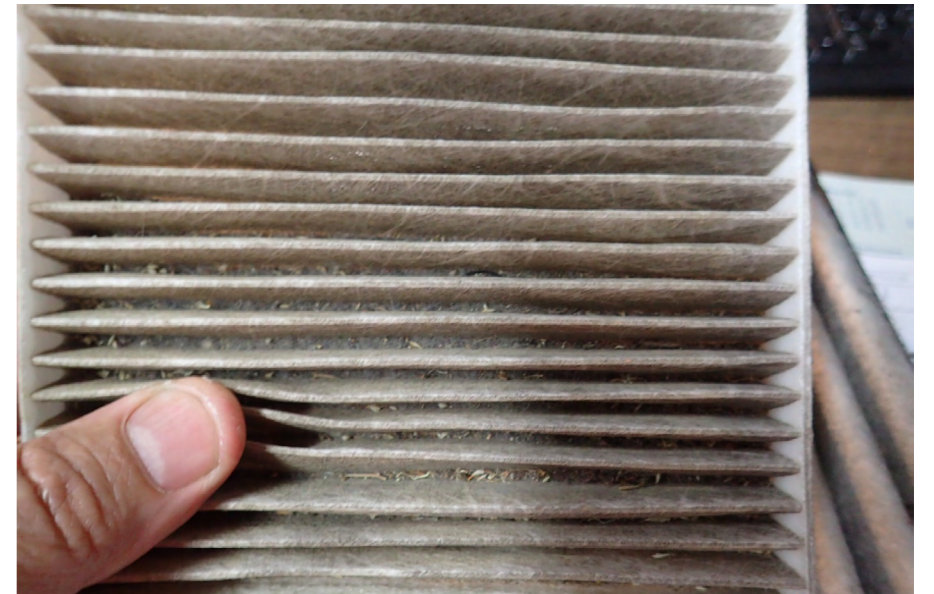


I JUST HAD IT SERVICED AT THE DEALERS

So, this 20K old JK comes into the shop, last week I couldn't fit him in for a service, so he went to the "dealers" for a service. We were doing a tow bar and a few things, and I asked if I could check it over. We found both the air and cabin filters full of bugs and dirt, both diffs full of feral dirty black oil, brake fluid off the H2O chart on the tester, old wiper blades and the tyres not rotated. Sadly the "dealers" don't have the time or care enough to do a good job anymore. We see Rubicon JL and JT's here with tyres have not been rotated and after missing one service rotation that left front BFG muddy is wrecked. So, we throw it in the bin. Half the time not even good for a spare and a JL has 5 of them to share the wear, I never see the spare rotated in the mix from any "dealer". The JT has a steel spare, same tire but it's not a good look with one black steel wheel on your 85 Grand Jeep is it.

It frustrates the hell out of me how this happens. It's just not good enough. It gives us actual mechanics a bad name. Ironically still to this day in Vic you don't even need to be a mechanic to run a mechanics shop.... that's another good one. Anyway, if you have a service done go thru what they did, ask questions, ask if they rotated the tires (some will mark them prior but it's pretty dam obvious if you have muddied) I also find any modded Jeeps get even less attention.

I suggest you find an independent qualified mechanic that has pride in their work, takes the time and cares about you trig. It's a big investment, usually the second biggest investment anyone makes after a house, and



you need it to be well kept. Also don't be fooled by the warranty factor. That ultra-tune add they had on the TV was indeed correct, any qualified mechanic using OEM or equivalent parts and stamping the books on time will keep your warranty valid. (You just need to check the owner of that business is a qualified mechanic in my state) and between services check the oil, the water, tyre pressures, be proactive and your Jeep will last longer. Be slack and it will be stuffed in no time.

Jeeps are a lot like motorcycles to me service wisely, road bike rarely need attention, dirt bike need a go over every time you ride them and if you use your Jeep like it should be uses, they take more attention than your road car and equally as they get older (just like us) they need more nor less attention. We get to see badly maintained Jeeps too often, and the bill to sort them out is usually epic.

ARB VS TJM

One of our guys here was running a Dana 44 TJM in the rear of his TJ, till the other day when it went KABOOM. We happened to have an ARB Dana 44 here in pieces to do a little comparison, the side and spider gears in the ARB were twice the size. I heard unofficially they upgraded the metal in the TJM parts but no one at my local TJM outlet could help with anything so we have placed the TJM in the scrap metal and gone for the ARB. Personally, I run Detroit lockers in both ends of my TJ and a Detroit in the front and a true track in the rear of my 2 door JK. There both idiot and bomb proof.



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