

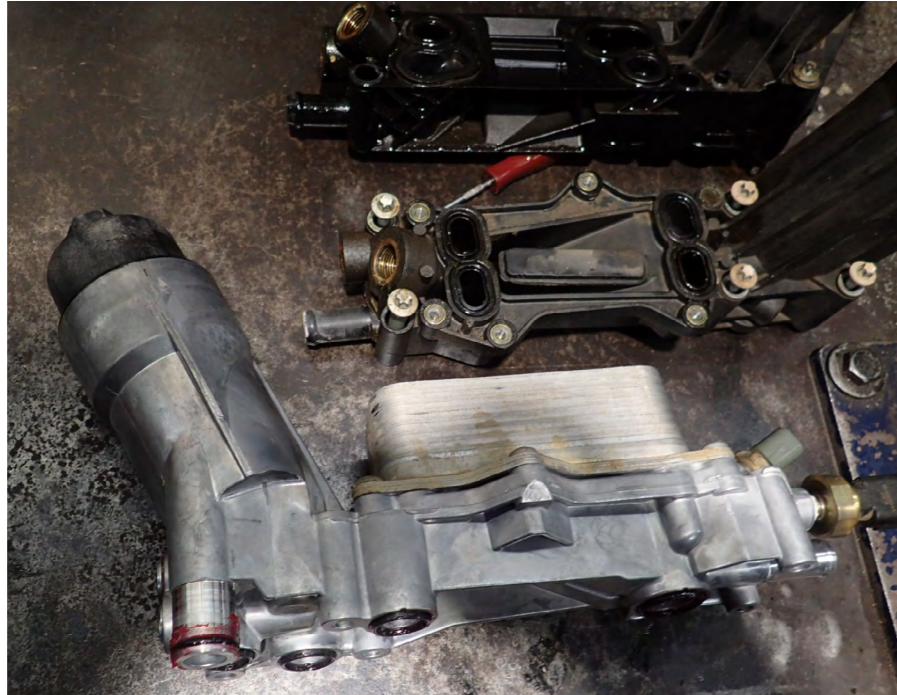


DR JEEP

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.

3.6 OIL FILTER HOUSINGS

These are cool, the 3.6 Pentastar has a drama with the oil filter/cooler leaking, there is a new alloy housing we can get but it only works on 2014 on 3.6 as they changed the cooler outlets slightly. We fitted on to my 2012 but had to raid a late 2013 cooler to make it work as mine finally dies 10 years down the track. They will show up as a bad oil leak from the rear of the bell housing as it all heads down the back of the motor, you might have some coolant too if the O-rings or housing have failed.



ENGINE MOUNT

Unfortunately, your Jeep is made of steel that rusts, alloy that corrodes and rubber that perishes. And there is a LOT of rubber on a Jeep, seals, tires, wipers, pedal pads, window surrounds, bushes, CV and tie rod end boots, engine, gear box, radiator mounts etc. etc. Rubber comes out of a tree in the form of a white milky liquid and is refined and blended to become all these things. In my experience rubber starts to perish around the 20 years mark. We see a lot of older Jeeps, they here for servicing and repairs and it's a lot of what we do to sort them out. Sadly, there is nothing you can do about it either without a time machine,



all you can do is keep monitoring these items and change them when you see something like this WG 4.7 mount, off a 2002. once out it was even more obvious it

was cactuspooptus. have a look round with a torch, have a yank on stuff, see if it moves, and if it does order some bits and swap them over.

JK RUBISON UNI

2013 on JK had the same axle uni as the Rubicon, the other day we had a problem fitting some fresh axle unis to a late Dana 30 front axle. To start we had a genuine Spicer uni that the cross was bigger than this one and actually round not scalloped, that had no hope of inserting into the yoke "ears" so we found this genuine Spicer that had a little bit more of a scallop in the cross and still it didn't want to insert into the yoke of either the long or stub axle.

The ones we took out were genuine Spicer again and had a just that little bit more scallop and were in and out easy, we were perplexed as Jeep spare parts often do and had to take a mm of metal out of the yoke



divot, no wonder no general mechanic wants to work on Jeeps, I've been doing this for

32 years full time and more part time and I see something new every day.

JEEP SPECIALIST



USA 4X4

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