



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.

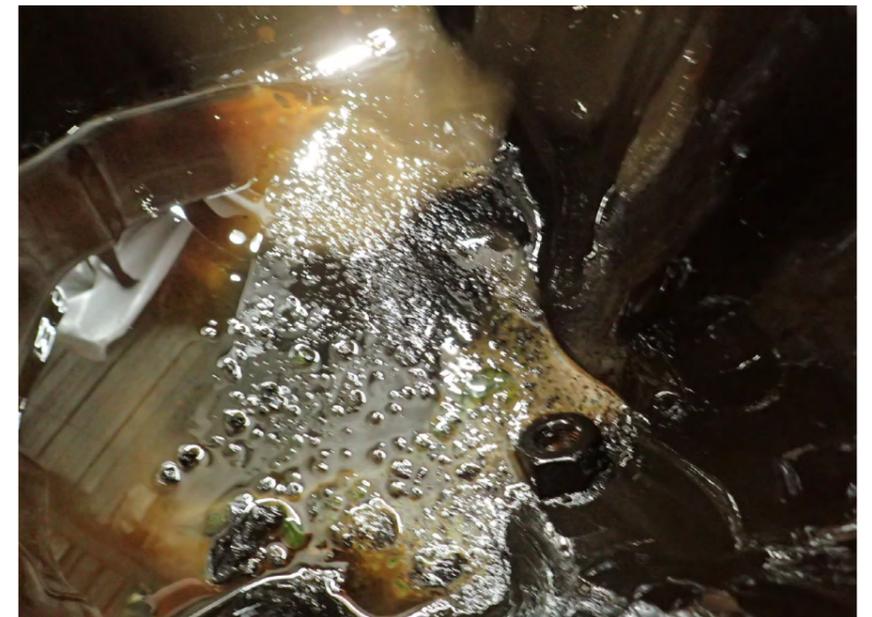
TJ FRONT BRAKES

The TJ, XJ and ZJ all have the same front disc brakes, BUT there are two different bearings and two matching disc rotors. One bearing is about 48mm face to face where it mounts into the knuckle and the back face of the wheel and the other is 53mm. And the rotors have the same difference, so they sit the pad in the brake pads in the middle of the bracket. If you put a bearing that is matched for the other rotor you put the pads offline and not in the correct position. Here you can see the way the mounting bracket on the steering knuckles has worn divots from the pad backing plates, one side was right/central, the other was wrong, and the pad is almost clear of the mount. When they're worn down ideally you replace the steering knuckles, or I've seen people weld those divots up and grind it flat. With deep divots the pads won't move right at times and snag up when you need them to work. So, when you're doing your brakes, check these mounting faces, check you have the right bearing/rotor so it's all sitting centered and get your rotors machined, we see so many dodgy brake jobs where all that's missed. And the other tip, the pads are left and right, the lower mount on the backing plates has two teeth, the upper just the one that lock onto the caliper mount.



4.7L WG OIL PRESSURE ISSUES

The 4.7L in the old WG is a neat little motor if kept well serviced. This one has had a hard time and a lot of carbon has built up in the sump and oil galleries, resulting in a very blocked oil pick up that was showing up as intermittent oil pressure. Some WG's have a 1 wire sender that's just an on/off switch and some have a 3-pin sender that will read and show variations in pressure on the gauge. This one had the single pin switch, so it was showing just over half sometimes the zero, on and off like a broken wire. Those switches have a threshold around 10psi so below that it shows zero on the gauge. Our master oil pressure gauge on the motor revealed varying pressures too from good to below 10 warms. Before we pulled the oil pump out, it was located on the front of the crank. We pulled the sump off to find this excessive crud build up. So, we've cleaned it up, refitted the leaking sump with a new sump gasket and test run it to see the oil pump is OK back to 70 psi at start up, 60 psi warm revving above 1200rpm and 25 at warm idle. There was some coolant too in that sump, that's another issue all together and a pressure test has shown no coolant leak so that's still a mystery. And thanks to the owner acting right away when he saw the pressure drop the motor has survived.

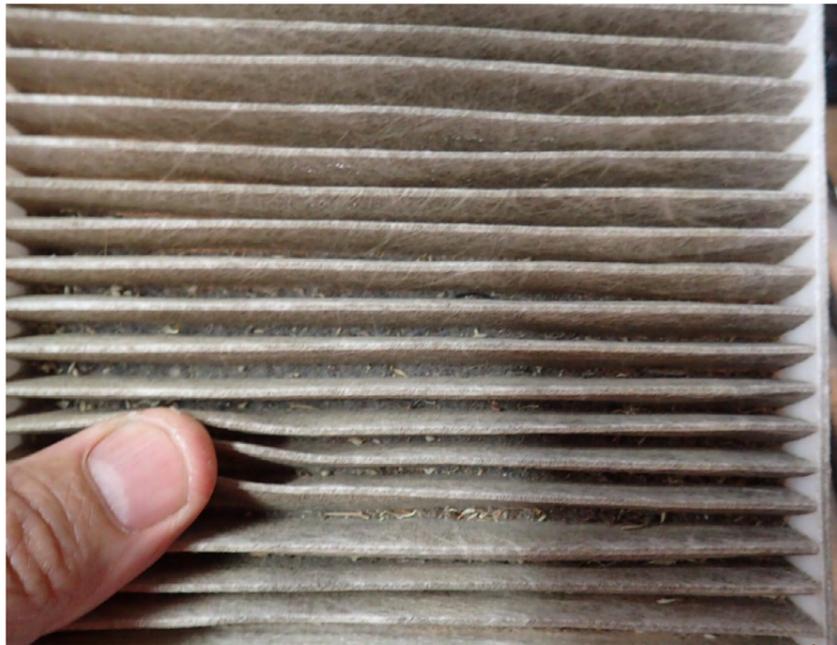


I JUST HAD IT SERVICED AT THE DEALERS

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 and throw it in the bin. Half the time is not even good for a spare and 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 tyre 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 through what they did, ask questions, ask if they rotated the tyres (some clever dicks mark them prior but it's pretty damn obvious if you have muddied) I also find any muddied 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 your trig. It's a big investment, usually the second biggest investment



anyone makes after a house and you need it to be well kept. Don't be fooled by the warranty factor... that ultra-tune ad 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 wise, road bikes rarely need attention, dirt bikes need a go over every time you ride them and if you use your Jeep like it should be used, they take more attention than your road car. And equally, as they get older (just like us) they need more or less attention. We get to see badly maintained Jeeps too often and the bill to sort them out is usually epic.

TJ CLUTCH PEDAL

We're seeing a lot of this now, these TJs are getting into their 20's, flogging out clutch lever pin and eyelet on the clutch master cylinder, this time round we had a spare complete pedal box, but they won't last forever. There is a little plastic clip that falls out too in the process that we keep here. We'll be welding this one up for next time and doing them change over from here on in as it's going to be a problem in the future. It's made worse by driving a heavy clutch forever, if your clutch bearing support was gliding nice this wouldn't be such a drama. and the only way to make that rite generally involves a new clutch assembly.



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