



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.

DR JEEP BRAKES

And it was finally time to do the front brakes at 171,000 km. To be honest they would have passed a RWC here in Victoria and gone another 10k km but hell, let's do the brakes we said. The factory rotor and pads are bloody awesome on the front of late JK with the 330mm rotors at least, they are on all JK's from 2011 late on, we replaced them with another set of genuine pads and had the rotors machined. Also greased the caliper slides that get a bit crusty. Between the OEM quality, my hatred of mud holes, being a 2 door without tons of junk added and always carrying K9 passengers these brakes have lasted well beyond expectations, the rears have been done at least once maybe twice but the fronts are long lasting, I've seen quite a few JKs with similar 160K km front brakes.



THE OLD JK CV BOLT TRICK

I thought I better finally make an Easter Camp Coffs appearance to the 10 year old JK 2 door (of course) I drive needed a once over and my lead mechanic Tom spotted trouble just in time the CV bolts on the rear drive shaft at the transfer case had worked loose, one had snapped, so he pulled the shaft out, wound the broken bolts thru and replaced the lot, always worth a quick inspection, these bolts on either front or rear drive shaft can do this, it's not unusual at all so check yours occasionally. I like the OEM style CV, they are pretty reliable, ironically, we repair mote of the aftermarket set ups that are on the market than OEM stuff, they never seem to last long in the cardan joint.



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