

Jeep+Hospital



Tony Whitehead (Dr Jeep)

Each month Dr Jeep (Tony Whitehead) takes us through the trials and tribulations at his "Jeep Hospital", USA 4X4 Jeep Specialist 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.



TJ BLOWER

The TJ blower fan resistor is mounted up in front of the passenger's feet in the heater box assembly. They tend to get all crusty and rusty and draw more current than needs thanks to the higher resistance it develops. This in turn cooks the heater fan switch mounted on the dash and sometimes the wiring loom between them. This resistor did just that and this 2000 TJ needed the fan switch module too. Early TJs have a single switch but from 1999 on they went to the wizz bang gizmo type switch and are now hard to find new. This TJ got a new resistor and a good second-hand switch module to sort its problems out. One symptom of the heater resistor going bad is you only get full or nothing on the fan speed. If you have that don't leave it for ages or it can cost you much more.



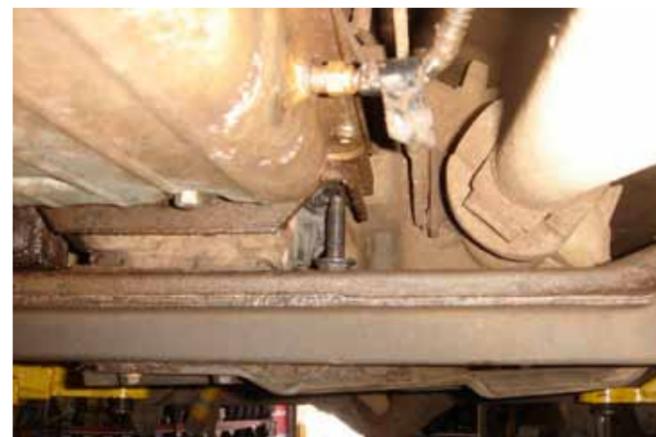
XJ/TJ REAR DRUM BRAKES

Nine inch rear drums are both the rear and the park brakes on the XJ and TJ. They have a self adjusting ratchet system that adjusts the rear brakes as they wear via the little adjuster cable in the assembly. This can fail for a number of reasons and this one was obvious. The cable had come off the cam, and was not taught enough for the actuator to catch the adjusting wheel, resulting in a lousy park brake (we call them jaw breakers as you nearly whack yourself in the mouth when pulling the park brake lever!) and lousy rear brakes over all. You need to have these components all sitting right and also do a manual adjustment occasionally via the spy hole in the backing plate. Get both wheels to just drag on the drum with a full hard turn of each rear wheel, and then go to the equalizer cable junction and wind that up so you just get three clicks from the park brake lever, then with the lever down recheck the rear wheels will still turn with a big spin of them. They might be a little hot on the first drive but thats how you set up a park brake to work on these Jeeps.



XJ GEAR BOX MOUNT

This XJ had a few grumbles, both engine mounts were worn and the gear box mount bolts missing or just sitting there held on by luck and goop. A new mount, clean, then loctite was added and all sorted out. Remember the saying...use loctite or kiss your nuts good bye!



SICK XJ

This was the air filter and plugs in a 99 XJ, it looks like an anti smoking ad! That black mess has been blown back out of the rocker cover breather all over the air filter. A compression test soon told a sad story with varying readings from 25 psi to 125 psi...like queen Victoria said....next its OFF WITH THEIR HEADS! This will have at least a blown head gasket if not more serious...to be continued.



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