4x4 *POST* TRIP CHECKS

Before cleaning the vehicle inside and out …turn ON the internal Fan switch to maximum position. This will blow most of the dust out of the vents.	
Get underneath the vehicle with a strong torch and do a FULL under body inspection.	
Check for grass and sticks jammed around the Exhaust, Gearbox and any hoses, & cables	
Tyres should be inspected regularly, not just for pressure but for damaged sidewalls or ballooning of the tread, on the inside as well as the outside. Also feel the tread area for "Feathering" (saw-tooth effect) which indicates an alignment problem	
Bushes take a pounding in the 'bush'. Check Sway bars, Sway bar links, Radiator supports, Engine and Gear box mounts, Shackles on leaf sprung vehicles etc.	
Run a spanner over all the Bolts and Nuts to check tightness,	
Radiators can all sorts of 'crud' in them from insects, grass, seeds and leaves / twigs.	
Clean out the Air cleaner element, (regularly)	
Batteries can come loose and 'grunge' can form around the terminals, tighten / clean	
Brake hoses are susceptible to damage from rocks and branches, pay particular attention to OLD flexible lines for cracking, and deterioration.	
Outer tie rod ends (ball joints) take a pounding on corrugations, and tie rods can be bent by that rock you hit back along the track. Steering is affected and tyre wear occurs.	
Under body wiring is very easily damaged, plugs can break and wiring torn out.	
Wheel bearings take a hammering OFF Road. Jack up each wheel individually (support with jackstand) and check for "freeplay", more than a slight movement may need further investigation as this could also indicate wear in the outer tie rod ends.	
'Shockers …take one hell of a pounding on corrugations…. Oil leaks and stone 'dings' are common, Bushes can wear and cause a 'clunking' sound	
Check if all the mud and dirt has been washed out of all those little crevices, as moisture can be trapped, resulting in the 'metal gremlins' going to work.	
FLUIDS …..Check them all Brake / Clutch…….Radiator……..	