

# HV2000 SERIES

## INSTALLATION GUIDE (PRIME MOVER)



**NOTE:** This guide is not model specific hence may differ to your specific application. Please contact your dealer for further advice.

### REMOVAL / INSTALLATION OF DRIVE SHOCKS (Typical - Airbag Suspension w/stud mounts)

#### STEP 1:

With the truck on a level, hard surface, remove all of the fasteners securing the old drive shocks to the chassis. Compress the shocks by hand and remove them.

#### STEP 2:

Remove the Schrader valves from the side chambers on the RedRoo shocks. Replace with the olive-type fittings supplied in the RedRoo Air Kit.

**WARNING:** Ensure that you relieve the air pressure in the Schrader valve prior to replacing, as this valve is under pressure. If in doubt, please have this changed by a qualified installer.

#### STEP 3:

Compress the new drive shocks and place loosely in the lower cradles on the chassis. Fit lower stud bushing and fasteners finger tight to the lower mounting points. **(Figure 1)**

#### STEP 4:

'DUMP' the air from the rear suspension. This will lower the upper cradles over the stud of the stock.

**WARNING:** Ensure that all body parts are clear from potential injury when 'dumping' the air suspension. **NOTE:** To facilitate easier installation ensure upper shock studs are lined up with the upper cradle holes during this process. Placing a small length of flexible hose through the cradle hole and over the upper shock stud before dumping the air, can assist guiding the shock studs through the cradle holes.

#### STEP 5:

Fit upper bushings and fasteners finger tight to mounting points. Align the side chambers to the desired direction ensuring adequate clearance surrounding the chambers. **(Figure 2)**

#### STEP 6:

Tighten all upper and lower mounting nuts.

### PLUMBING AIR TO DRIVE SHOCKS (Typical - Airbag Suspension)

#### STEP 1:

'DUMP' the air from the rear suspension.

#### STEP 2:

Find a suitable supply point on the airbag air supply hoses - generally one point for each side. **(Figure 3)**

#### STEP 3:

Install a ¼ 'T' fitting or adaptor into each point and run a length of ¼ nylon tubing to each respective shock. Connect the tubing to each shock via the olive-type fitting fitted earlier. **(Figure 4)**

**NOTE:** RedRoo's Drive Air Kit includes 2 × shut-off taps. These taps are intended to be plumbed into these lines as a safety precaution, in the event of emergency.

#### STEP 4:

Cable-tie the air hose securely away from all heat sources and rub points. Wherever possible, cover the air hose in protective conduit.

### REMOVAL / INSTALLATION OF STEER SHOCKS (Typical - Multi-leaf Suspension w/eye mounts)

#### STEP 1:

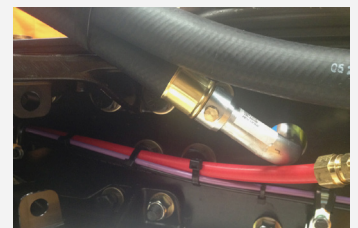
With the truck on a level, hard surface, remove all of the fasteners securing the old Steer shocks to the chassis. Remove the shocks from the chassis studs.



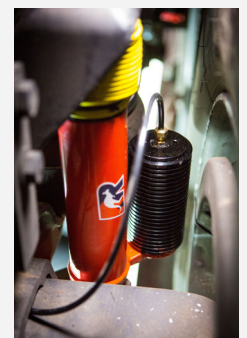
**FIGURE 1: Drive Shock lower mounting.**



**FIGURE 2: Drive Shock Upper Mounting.**



**FIGURE 3: Air-Bag supply rail - port.**



**FIGURE 4: Plumbing air to drive shock.**

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## INSTALLATION GUIDE (PRIME MOVER) - CONTINUED



### STEP 2:

Remove the Schrader valves from the side chambers on the RedRoo shocks. Replace with the olive-type fittings supplied in the RedRoo Air Kit.

### STEP 3:

Fit the new Steer shocks onto the chassis studs ensuring correct orientation of washers. Fit fasteners to the studs and tighten.

### PLUMBING AIR TO STEER SHOCKS (Typical most models)

#### STEP 1:

Drain the air from front air tank. Remove a spare bung from the air tank and install the reducer and push in fitting supplied in RedRoo Air Kit.

#### STEP 2:

Mount the supplied air regulator / water trap in a suitable location. (Do not mount to chassis rail). Ensure regulator is mounted away from all heat sources and protected from road debris. E.G. a firewall location may be suitable.

#### STEP 3:

Install qty 2 push in fittings into regulator input and output ports. Run a length of 1/4" nylon tubing from the air tank to the regulator. Run another length of 1/4" tubing from the regulator output to a 'T' fitting.

#### STEP 4:

Run a length of 1/4" tubing from each end of the 'T' to each Steer shock. Connect the 1/4" tubing to each shock via the olive-type fitting fitted earlier. **(Figure 5)**

#### STEP 5:

Cable-tie all air hose securely away from all heat sources and rub points. Wherever possible, cover air hose in protective conduit.

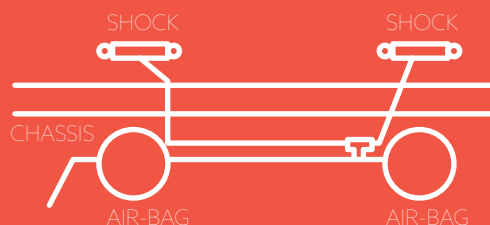


**FIGURE 5: 'T' branch and LHS Steer shock.**

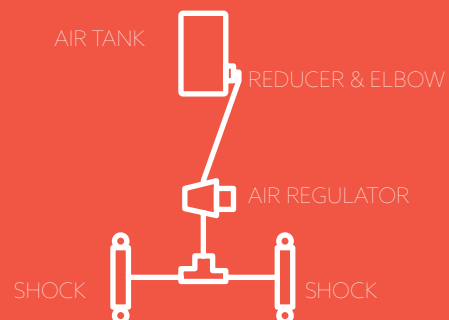
**PLEASE NOTE:** The air source selected for connection to your RedRoo shocks must be a DRY source. (Either running through an Air Dryer or water trap, which is maintained and drained regularly) Failure to adhere to this may cause corrosion within shocks fitted with steel side chambers, and will void any warranty offered by RedRoo. For this reason, RedRoo recommends customers wishing to plumb their shocks to their vehicle's air system, purchase our optional Aluminium side chambers.

### PLUMBING - AIR SCHEMATICS (Typical - most models)

#### LHS REAR - TANDEM AXLE



#### LHS REAR - TANDEM AXLE



**DISCLAIMER:** RedRoo advises that, incorrect installation of your shocks can potentially cause serious injury and or damage to your vehicle. Therefore this information is given as a guide only. RedRoo and associated parties recommend that a qualified Installer fit your vehicle with RedRoo equipment. RedRoo will not be liable whatsoever for any damage, injury or death caused with the use of this information. Any warranty claim will also be subject to correct installation, and RedRoo reserve the right to inspect upon a warranty claim.