

4X4 BUILDER

# OFF-ROAD WIRING BASICS

# 4X4

## BUILDER™

- DIRT
- MUD
- ROCK
- SAND

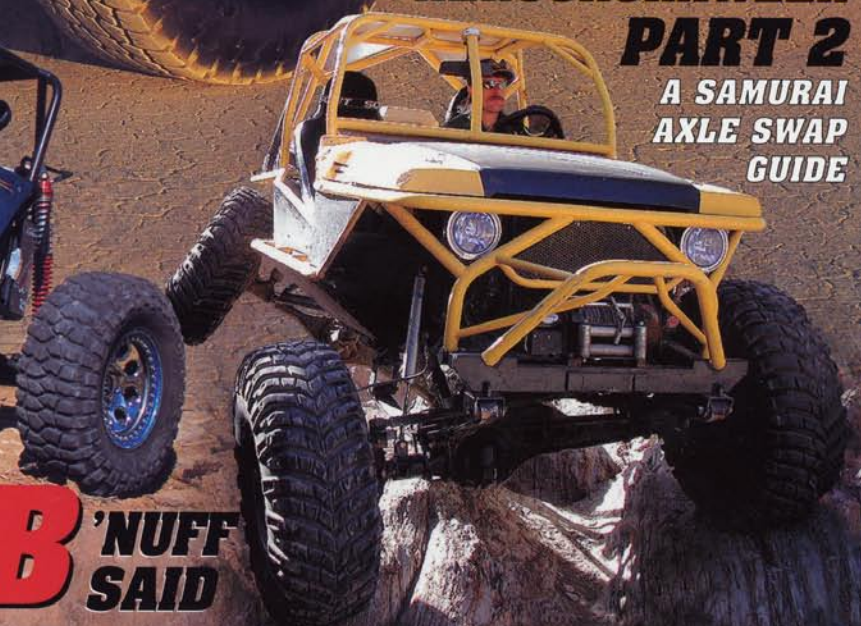
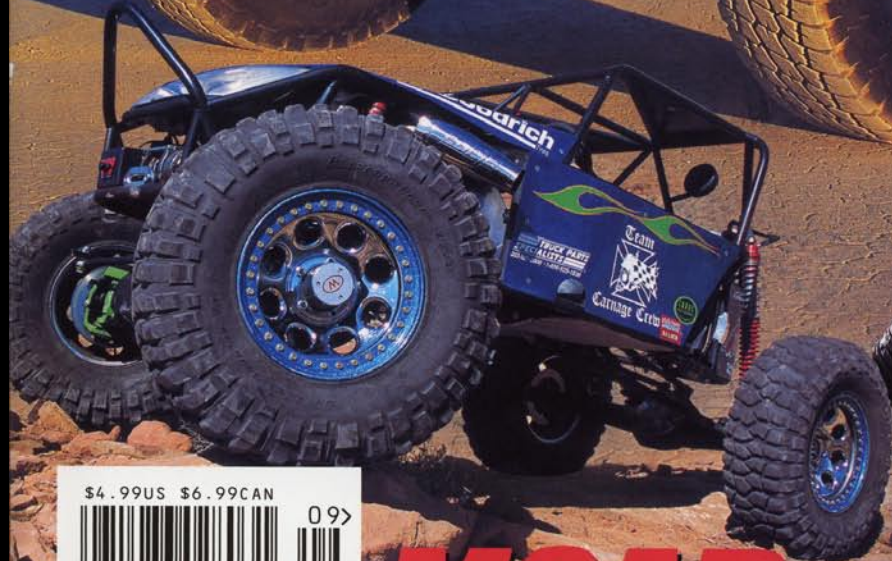
# 25

## THINGS YOU SHOULD DO BEFORE YOU HIT THE TRAIL

TIPS, LISTS & KITS TO MAKE YOUR TRIP SAFER



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# SCORCHED EARTH POLICY

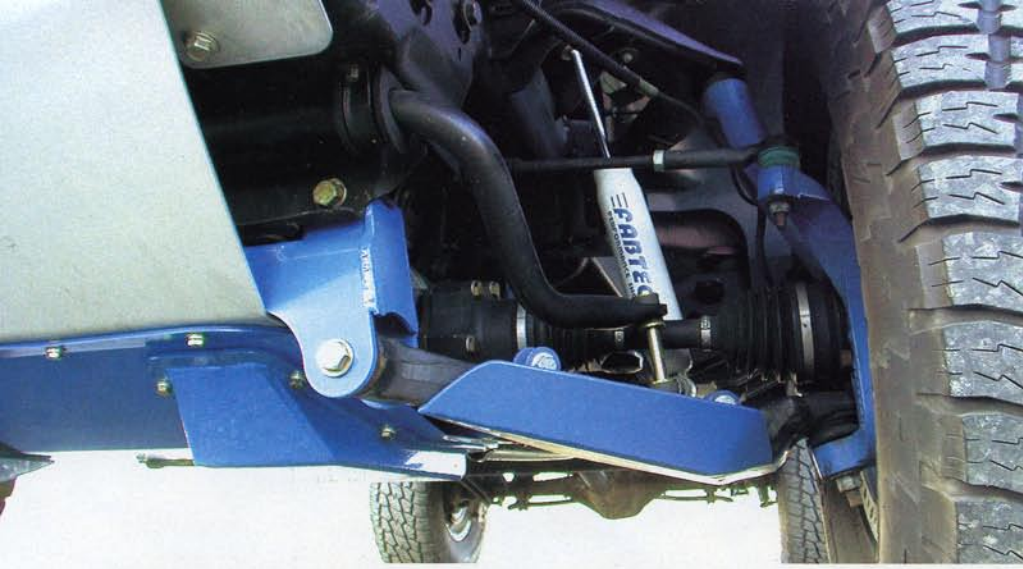


As can be expected, many aftermarket manufacturers are using the H2 to exhibit their products. And who can blame them? The H2 is about as in-your-face as it gets, and it's the perfect vehicle for those who not only want to get

away from it all, but who want to be comfortable while doing so.

One of the best examples is this '02 H2 built by the pros at Fabtech. Long known for its killer suspension systems, Fabtech has done it again with a 6-inch Performance lift kit for the H2. Other pieces included in the job were the addition of Fabtech's lower control

arm skid plates. Built within the confines of its mammoth Chino, California, facility, Fabtech began the build by installing the lift kit. The installation took on dual purpose for the crew, as the H2 was not only going to be Fabtech's show vehicle, it was also the test bed for many of the unknown variables that pop up during an initial install. Since Fabtech also installs many of the various kits during the year, it has the opportunity to see firsthand just how well all of



The Fabtech suspension system gives the H2 not only a 6-inch lift over stock, it also gives it the ability to tackle whatever bumps in the road Mother Earth throws at it.



The front end of the H2 is all business, thanks to the huge Fabtech skid plate and custom-made front desert guard. Providing plenty of candlepower are the multiple PIAA auxiliary lights mounted into the guard.

the parts fit, and how easy it is to really install one of its kits. This way Fabtech knows that if something is difficult for its crew to get done, then it would be twice as hard for a DIY'er. It is during this time that the company gets the chance to "real world" its products and work out any bugs of an installation. This H2 gave Fabtech just that opportunity.

To keep pace with the new height of the front half, a set of Fabtech's lifted coils were installed in the rear. The rear also saw the addition of a set of Fabtech shocks. Now with all that additional height, there was plenty of room to add huge wheels and tires, which is generally the idea going in. But who says that big can't be beautiful? With the 18x10 KMC wheels and 355/65R18 Nitto tires that now adorn it, this H2 is large and in charge.

As it comes from the factory, the H2 is capable of turning heads, but thanks to the crew at The Paint Department, also located in Chino, heads are spinning around like that little girl in "The Exorcist." Black and Blue Metallic Pearl were used on the graphics that went over the stock Sunset Orange. And just like the fairy tales, there is even a silver lining.

Other exterior additions that give the Hummer an "in-its-element" look include the custom-made front desert guard equipped with a skid plate, and a set of PIAA auxiliary lights mounted into the front bumper.

Power for the beast comes in the form of the factory 6.0-liter engine. This engine has been time tested, and has given near-flawless performance to those who have the wherewithal to venture out into the wilds. That is not to say that improvements couldn't be made. To that end (the front end, we should say), Fabtech installed an AFE air intake system to give the engine an unrestricted supply of fresh, cool air. To give the back half a chance to keep up, a Gibson cat-back

exhaust system was installed.

In a nod to both increased performance and drivetrain longevity, the stock gearing was swapped out for a set of Superior Axle 4.56:1 gears. In one of the few off-site occasions, the Superior crew handled the job of installing the new gears at its facility in Corona, California.

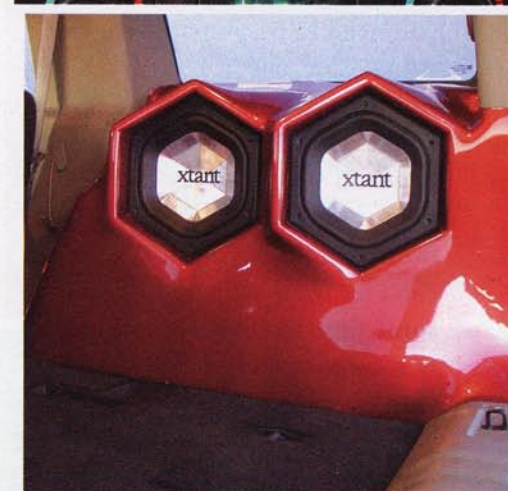
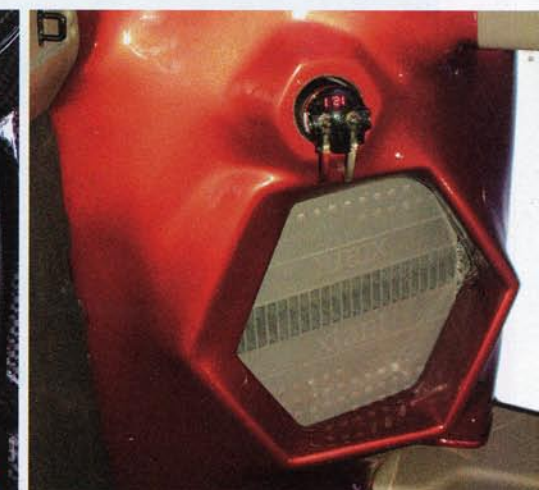
Just because this is a vehicle that can rough it doesn't mean passengers must do the same. That is why Fabtech had the crew at 714 Motorsports in Irvine, California, work a bit of interior magic. Though the stock seat frames were retained, 714 re-covered them using custom tan leather, along with carbon fiber in a suede pattern. A carbon fiber dash treatment by Deco Tech accentuates the carbon look and ties it all together.

One aspect of the interior that is rough is how the stereo system bombards the brain with loud noises. A Clarion head unit is pumped up to ridiculous levels with an MTX Audio amp. Once upped, the signals are then sent to the multiple MTX speakers. When out of range of any television signals, all passengers have to do is load a DVD into the Visonik unit for instant entertainment. Other off-road must-haves include the Hitch Cam rear vision camera and Visonik LCD units found in the headrests. Giving credit where credit is due, it was the crew at Irvine-based Advanced Vehicle Specialties that installed the many complex audio and visual components.

This Hummer H2 is just the vehicle for those who are actually going to use their vehicles off-road. The Fabtech suspension is built for the worst that Mother Earth can dish up, while the rest of the truck's amenities are just right for those who think that the only rocks they want to encounter are in their drinks. Either way, this Hummer is one tune worth learning. **4x4**



Though the stock H2 interior is hardly spartan, 714 Motorsports worked a bit of its interior magic by re-covering the seats in custom tan leather, along with carbon fiber in a suede pattern. Tying the carbon look together is a carbon fiber dash treatment by Deco Tech.



Thanks to Advanced Vehicle Specialties, the stereo system in Fabtech's H2 ruins any stealth characteristics that may have existed. Comprised of a Clarion head unit that is ramped up with the MTX Audio amp, the signals are sent to multiple MTX speakers. Both the amps and subs are housed in custom fiberglass enclosures. When out of range of any television signals, all passengers have to do is load a DVD into the Visonik unit and watch the LCD monitors installed in the headrests.