



JACK IT UP

Story and Images: Richard Truesdell

Californian-based Precision Sound has transformed this jacked up H2 with an audiovisual system as extreme as its lift kit.



North Americans love their big cars. Whether its 4WDs, SUVs or the daddy of the US highways — the Hummer — modifiers and incar entertainment enthusiasts will slam them down low, fit sophisticated audiovisual systems and generally customise their rides in the spirit of individuality as well as modifier camaraderie. There have been quite a few hot Hummers since their civilian release, with many owners choosing to convert the Spartan interior into multimedia sound stages and dump them on their arse.

The recent release of the Hummer H2 means that interest has once again been stirred

up with these urban monsters. Just like this extreme new H2, jacked up 14 inches. Painstakingly put together by the wizards at Precision Sound in Chino Hills, California, it features a showcase multimedia system using a variety of high quality brands, illustrating just how far from stock one can take GM's popular new SUV.

H2 Whoah!

Before getting to the good stuff (depending on how one views efforts such as this), a little background detail is in order. Firstly, Manny Valencio, the owner of this H2 is no stranger to lifted, over-the-top SUVs. He's also the owner of

CTL Motorsports in California and is well versed in the process of installing suspension upgrades. In the case of his new Hummer H2, it's of the 14-inch variety from Bulletproof. This kit was fitted at his workshop and augmented with 2.0 Fox Racing Shox, billet shock clamps and stainless steel brake lines.

For extra gleam and maximum visual impact Anaheim Plating in Anaheim, California chromed all the underbody suspension components. This is nicely offset with the frame painted to match the truck's bold yellow exterior by Santini Paint and Body Werks in Westminster, California who also sanded and painted all of

the exterior and reworked the interior trim.

Other modifications, some typical of more mainstream H2s include a custom billet grille, rear bumper billet trim, billet covers over the rear tail lights, side marker and rear roof lights trimmed out in billet and billet pull handles to open the front hood, all provided by B-Cool Billets.

As with most modified vehicles, work is never quite complete and on the upgrade agenda are four essential Kodiak Sidewinder electric steps, and a stainless steel wrap around front bumper to replace factory plastic one from American Outfitters.

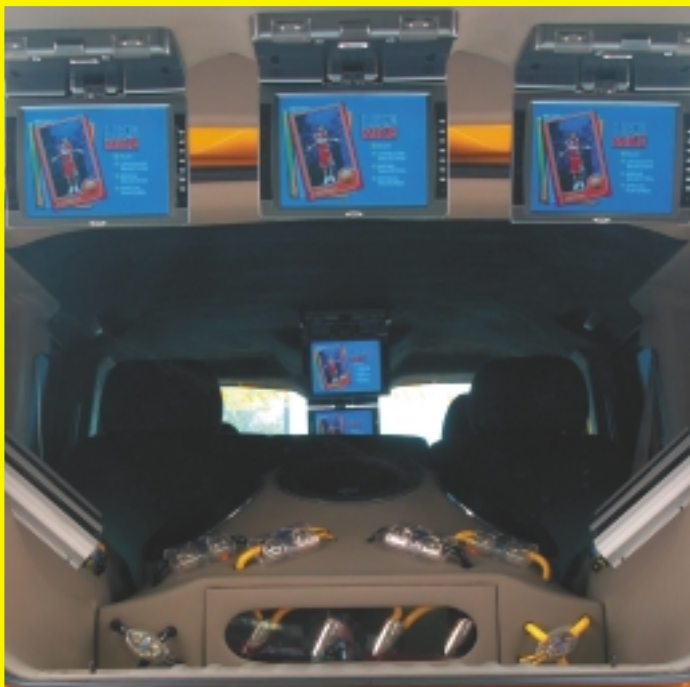
To illuminate the way, Manny installed HIDS-4Less H2 bi-xenon projector headlights with stage two bulbs. At the rear, the Pro-Fit electric billet gas cap gets a lot of use given the fact that this H2 only gets six miles per gallon when its lucky, turning the big four 16.5 x 12-inch Weld Racing Mountain Crusher wheels shod with 44 x 19.5 x 16.5-inch Interco Beggars. Mother Nature must love Hummers...

Desert Stormer

Under the Kasada carbon-fibre hood scoop and caps resides the fundamentally stock standard 6-litre Vortec V8, although Manny also has plans to strap on a Kenne-Bell supercharger shortly. However, at present it only benefits from the installation of a Volant cool air intake and mass air flow sensor. The underhood com-

partment is dressed up with a Nology Hot Wire ignition leads and Beru spark plugs. Additional drive line mods installed by include power slot rotors by Power Performance and a stainless steel cat-back exhaust system from the experts at Magnaflow.

Gomez Custom Upholstery in Walnut, California was called in to bring the H2's interior up to show truck standards. This included a replacement headliner stitched in black suede and the seats covered in matching black suede with Louis Vuitton inserts. Santini Paint and Body Werks coated all of the dash and console trim in black lacquer while the pillar posts and custom fabricated fibre-glass speaker enclosures were molded by Precision Sound are stitched up by Gomez in tan leather, to look as sweet as they sound.



If the interior contains a dominant element it has to be the five separate 10.5-inch EigerVision flip-down LCD monitors. One replaces the rear view mirror and displays the wide-angle view from the HitchCam rearview camera, which is an essential element given the H2's notoriously poor rearward view from the driver's seat, made worse by the extreme lift. A second overhead monitor gives the rear seat passengers a view of their own while three additional monitors are mounted above the amplifier/subwoofer enclosure at the rear of the vehicle.

The video/game console switching system was custom built by Precision Sound's Daryl Grace and integrates the EigerVision DVD player installed on the passenger side of the centre stack and the Sony PlayStation2 built into the rear of the centre console for easy access by the rear seat passengers.

Mixing It Up

The main control point of the audio system is a lovely Panasonic CQ-DS8024 Ghost Face CD receiver, installed in the factory location. With its blacked-out front panel surrounded by the smooth black

gloss finished bezel, the source unit almost disappears from view when not powered. Grace specified the CQ-DS8024 for the ease of navigation through its myriad functions. Its auxiliary audio input also allows for the video feed from the video to go directly into the source, eliminating the need for a low-fi FM modulator.

The dark nature of the H2's cavernous interior was brightened up considerably with yellow LED lighting choreographed with Varad controllers. Additional illumination effects incorporated other Varad LED light bars throughout the truck. Underneath the body are eight LED light bars with additional units under the seats and dash and throughout the interior. Also included are LED accent kits in each air vent, with four up front and two in the rear. Light bars are also used in the rear enclosure giving the Plexiglas window rear illumination. Mike Caldwell, Steve Failey and Chris Franco worked on the installation along with Precision Sound's owner Daryl Grace.

Caught by Crossfire

The rest of the audio system was provided by Crossfire, ➤



which supplied two powerful 404 amplifiers for the front and rear door-mounted component speaker sets and two even more powerful 600D digital amplifiers for the four P1-12D subwoofers that dominate the rear enclosure. EFX by Scosche provided all of the cables and power management for the system, much of which is showcased by the rear enclosure. This includes six PODI battery terminals, four PDFW2I power distribution blocks, nine ANL fuse links, a PMBC200 200 amp multi-battery contactor, 2-gauge EFX2 power and ground cable, along with ATW series RCA platinum barrel interconnect cables for all audio and video signals. There are also four PDB0I power distribution blocks and two P2QB high current quick disconnects to connect a 110 power supply at shows.

All of this power management is necessary and is further enhanced with the inclusion of a dual battery system. The trucks two rear batteries run the complete audio and video system and are isolated from the main battery in the front. Once started, the solenoid con-

nects the rear two batteries with the main, allowing the alternator to charge back up any power that was used in the rear batteries.

Certainly, the Hummer H2 has made quite an impact since its introduction a little over a year ago. Its upgrade potential has been maximized due to its proven GM drivetrain, with parts already available on the shelf for the Tahoe, Yukon and Suburban for modifications to the suspension as well as the wealth of components available to up the output of the Vortec V8. Where this H2 stands apart from the rest is that it combines the 14-inch lift with an interior finished with unexpectedly civilised touches of luxury and one of the most comprehensive audiovisual installations you're likely to find anywhere. 📍

For information about Crossfire products in Australia, contact AudioXtra on (02) 96314199 or visit www.audioxtra.com.au to check out the full product range.

INCAR INCAR INCAR INFO:



Vehicle: 2002 Hummer H2

Engine: 6-litre Vortec V8

Drivetrain: Factory automatic transmission

Modifications: Volant cold air intake and mass air flow sensor, Nology Hot wire ignition leads, Beru spark plugs, Magnaflow stainless steel cat-back exhaust system,

Suspension: Bulletproof 14-inch lift kit, 2.0 Fox Racing Shox, billet shock clamps

Brakes: Power Performance slotted rotors, stainless steel brake lines

Wheels: 16.5 x 12-inch Weld Racing Mountain Crusher wheels

Tyres: 44/19.5 Interco Boggers

Styling: Custom yellow body and frame, custom billet grille, rear bumper billet trim, billet tail light covers, side repeater and rear roof lights trimmed in billet, billet hood handles, Kasada carbon-fibre hood scoop, chromed underbody suspension components, HIDS-4Less bi-xenon projector headlights

Interior: Black suede headliner, black suede seats and interior trim, Louis Vuitton inserts, black lacquered dash and console, tan leather trim for enclosure and rear cabin, Vara LED light bars and accent kits



SYSTEM INFO

CD source: Panasonic CQ-DS8024 Ghost Face CD receiver

DVD source: EigerVision DVD player

Console: Sony PlayStation2

Displays: Five EigerVision 10.5-inch widescreen overhead roof-mounted video monitors

Front speakers: Crossfire SQ6 6.5-inch component speakers

Rear Speakers: Crossfire SQ6 6.5-inch component speakers

Speaker Amplifiers: Two Crossfire VR404 4-channel amplifiers

Subwoofers: Four Crossfire P1-12D 12-inch dual voice coil subwoofers

Subwoofer Amplifiers: Two Crossfire VR600D Class D mono-bloc CCTV: HitchCam rear vision video camera system

Wiring: Scosche EFX cables and interconnects

Installed by: Precision Sound in Chino Hills, California

Installers: Daryl Grace, Mike Caldwell, Steve Failey and Chris Franco

Web: www.crossfirecaraudio.com



Credits: CTL Motorsports, Precision Sound, Anaheim Plating, B-Cool Billets, American Outfitters, HIDS-4Less, Power Performance, Gomez Custom Upholstery, Santini Paint and Body Werks, Crossfire Car Audio