

E-Guard Installation – Hymer Aktiv/Roadtrek Zion Addendum

Hymer/Roadtrek coaches require 4 unique steps for this installation:

Trim the Hymer/Roadtrek proprietary left side splash shield

Trim the Hymer/Roadtrek right side modified splash shield

Reposition the generator output cable

Reposition Balmar cable (if Balmar is installed on the frame rail)

Hymer/Roadtrek uses a proprietary molded cover on the left side of the vehicle, under and behind the bumper. This cover primarily protects the Balmar regulator (on lithium battery equipped units).

When installing the E-Guard, the Hymer/Roadtrek cover needs to be trimmed so that it fits against the E-Guard (see pictures). The cover can be cut with a jigsaw or metal shears.

The factory self-drilling screws will be used for installation.



E-GUARD



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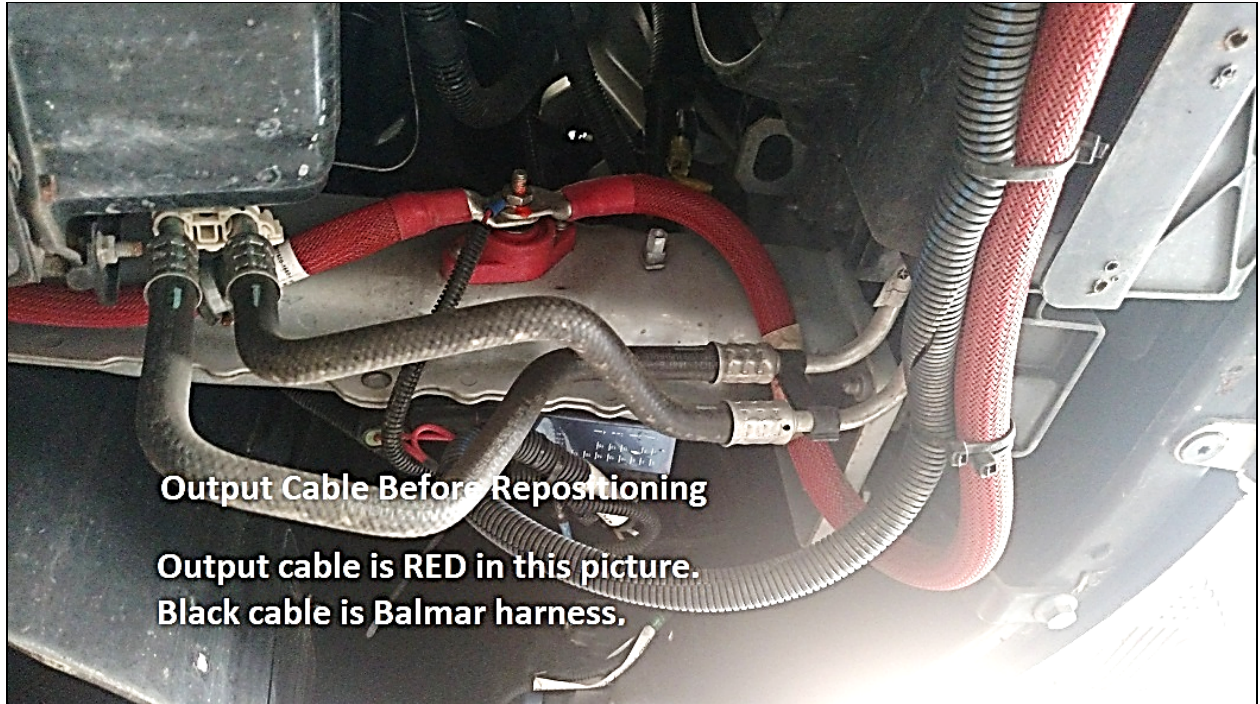
Hymer/Roadtrek modifies the right-side factory splash guard to fit over and conceal the under-hood generator. This cover needs to be trimmed to fit alongside the E-Guard (see pictures). The cover is best cut with a jigsaw, and metal shears can help to adjust the cuts for best fit.

The original square drive and Philips and/or 8mm screws can be re-used for installation. Use the factory spacers as needed in order to clear the Hymer/Roadtrek installed rivets.



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On many but not all units, Hymer/Roadtrek routed the high-current alternator output cable from the under-hood generator to the driver's side frame rail by passing on the outside of the transmission cooler lines and upward before turning 180 degrees and connecting at the junction point to the main cable at the frame rail. For the E-Guard installation, the cable needs to be routed on the inside of the transmission cooler lines and routed upwards along the radiator shroud before turning downward to the junction point.



To reroute the high current cable, first shut off the lithium batteries and disconnect the AGM battery at the main charging junction. (If it is not practical to disconnect the AGM battery, it is possible to perform this procedure, but it is recommended to wrap your 14 mm wrench with electrical tape and be VERY CAREFUL not to touch a grounded surface while loosening or tightening the junction nut.) (Note here that sometimes a 15 mm can help if the nut is covered with inspection paint, but be sure to use a 14 mm to properly secure.)

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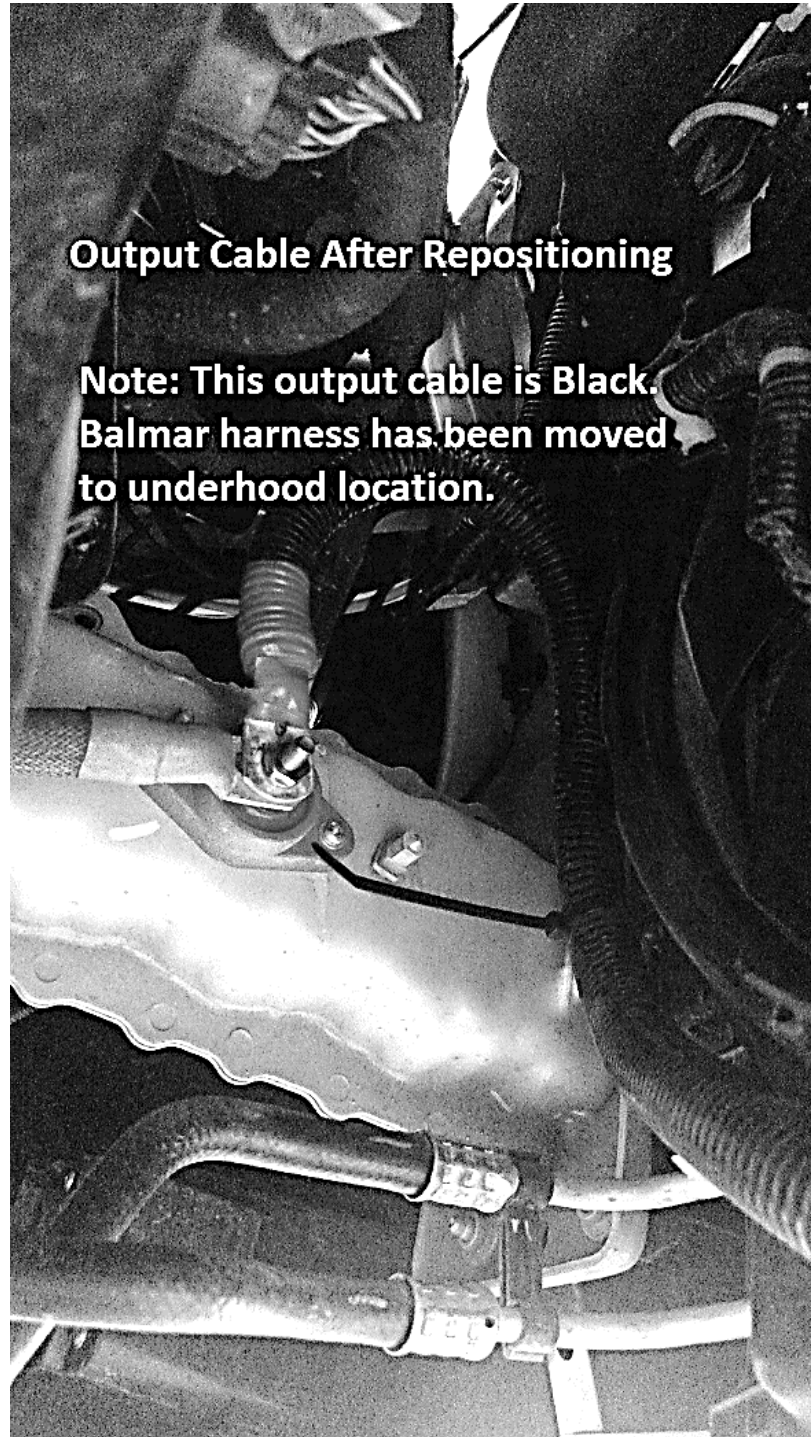
Carefully remove the junction point nut. Move the output cable to the inside of the transmission lines and back into position before reconnecting it to the junction.

Drill a ¼" hole in the flange of the radiator housing and use a plastic cable tie to secure the cable.





Close Up of Output Cable Tie Wrap and Hole in Radiator Shroud



Lastly, in the factory position, the Balmar harness may or may not interfere with the E-Guard side plate. Reposition the harness as necessary to avoid interference with the E-Guard or transmission cooler lines.