

**INSTALLER: Please leave
this manual in unit
for owner.**



**Manual Reset Valve
OWNERS MANUAL**



**Headwind
Solutions**

1.844.304.7277

www.headwindsolutions.ca

CONGRATULATIONS ON YOUR PURCHASE OF THE SHOCKER POSITIVE AIR SHUTOFF SYSTEM

WHAT IS IT?

The Shocker PASS is a solenoid actuated air supply shut-off system. It cuts off the air supply to the engine when initiated resulting in shutdown when exposed to fuel charged atmosphere.

WHY YOU NEED IT!

For anyone who works in or around unburnt hydrocarbons or owns a diesel engine, the SHOCKER POSITIVE AIR SHUTOFF SYSTEM is a necessity. If there is a gas leak i.e. natural gas or propane your diesel engine will rev until it explodes, even if you turn the key off. A diesel engine does not require electricity or spark to run. As a result, it will burn the fuel in the atmosphere indefinitely. The only way to stop this is to shut off the air supply to the engine.

WHY CHOOSE OUR VALVE?

- One-piece billet aluminum body
- In-cab military style switch with lockout guard or test/trip touchpad.
- Solid state timed relay controlled.
- Enclosed torsion actuation spring.
- Single ¼ turn reset knob or auto-reset option.
- Stringent quality control; each unit is hand tested.
- Complete installation manual with each kit.
- Made in North America.
- **Two-year parts warranty.**

WHERE DO YOU NEED IT?

- Bulk fluid transportation
- Oilfield maintenance equipment
- Rental equipment
- Power generation equipment
- Landscape equipment
- Marine engines
- Landfill equipment
- Mining
- Emergency vehicles
- Airport support equipment
- Portable welders
- Pipeline equipment
- Cranes
- Fuel haulers
- ...and much more!

HOW TO OPERATE

Manual Electric System

Activate switch on dash.

Valve will trip; turn knob on valve ¼ turn clockwise to reset.

RPM controlled automatic shutoff

With engine idling, push test button on control unit. Raise engine RPM until valve trips (should be 50% of original set). Valve will trip. Turn knob on valve ¼ turn clockwise to reset.

See trouble shooting guide (starting on page 6) if system does not function as indicated.

DOES THIS SYSTEM REQUIRE MAINTENANCE?

YES! ACTIVATE WEEKLY FOR OPTIMAL PERFORMANCE!

• VISUAL INSPECTION:

Check unit for cleanliness:

-clean unit regularly.

-remove debris, mud, ice, etc. from mechanical portion of valve.

Check wiring for chafing or cut wires; repair if necessary.

Check for corrosion at connection points.

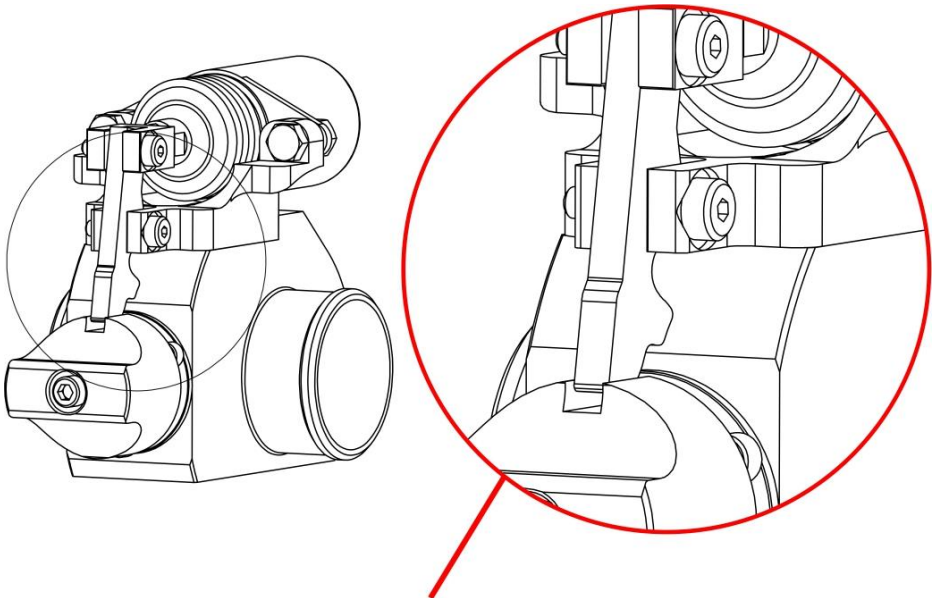
Check boot on solenoid for cracks and tears; replace if needed.

Check hoses for cracks and holes, replace if required.

Manually activate valve by pushing the solenoid in. Valve should close; if not see trouble shooting guide.

If all of the above is good, then test system by tripping the manual switch. Valve should then trip and can be reset. If valve doesn't trip on first attempt do not try again. Refer to trouble shooting guide.

NOTE: Recommended maintenance procedure; trip valve manually EVERY WEEK to ensure optimal valve performance. FAILURE TO DO SO MAY VOID WARRANTY!



Ensure this area is kept free of debris, allowing free movement of solenoid boot and shaft as well as trigger.

TROUBLE SHOOTING GUIDE

• VALVE DOES NOT ACTIVATE:

- Valve didn't activate after first try.
- **DON'T TRY TO ACTIVATE VALVE AGAIN.**
- Check valve for any debris around clevis, trigger, and knob.
- Make sure boot is not damaged and solenoid not filled with contamination; if so, replace boot and clean out debris.
- If clear of debris, with valve in the open position push in on clevis with your thumb.
- Plunger on solenoid should compress and pop trigger from knob allowing plate to close.
- If not, remove shoulder bolt on clevis allowing solenoid to move without the restriction of the trigger.
- With shoulder bolt removed, try and activate valve with your toggle switch again; should pull in solenoid no problem.
- If solenoid still not cycling, test solenoid for resistance.

Solenoid Specifications:

Trombetta	24 Volt	Woodward	24 Volt
White to Black	.9 to 1.1 ohms		.9 to 1.1 ohms
Red to Black	46 to 56 ohms		46 to 57ohms
Trombetta	12 Volt	Woodward	12 Volt
White to black	.3 to.4 ohms		.3 to.4 ohms
Red to Black	9.8 to12 ohms		9.8 to 12 ohms

If resistance is out of above specified parameters, replace solenoid.

- If resistance levels are within spec you need to look for wiring issues or possible box failure.
 - Check wiring.
 - **Must be minimum 12ga. wire on ground and power supply.**
Refer to chart on page 9
 - Make sure all connections are tight.
 - Check for corrosion at connectors; if present replace connector with shrink type connector.
 - Check for chafed wires causing shorts & repair.
 - Ensure all connections are soldered and heat shrink tubing is used.
 - With test light or multi meter, test for pulse power going to solenoid from control box. When system is activated, with test light you will see light pulse rapidly. When system is activated, with multi-meter you will not read full voltage and you will notice quick power bumps! Both of these results indicate that control box output is good.
- **SOLENOID MOVES BUT VALVE DOES NOT CLOSE:**
- This can be caused by lack of use. Cycle valve at least once every week to help prevent sticking in pivot points.
 - Loosen clamps and remove unit from hoses.
 - Spray lubricant in throat of valve at shaft pivot points, work valve manually back and forth. This may require several applications until valve moves freely.
 - Wipe excessive lubricant from throat.
 - Watch for pinch points.
 - If the above does not work, please call tech support.

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- **SOLENOID TRIPS, VALVE CLOSES BUT VERY HARD TO OPEN:**

- This can be a sign of valve not being cycled at least once every week.
- Buildup of dirt, wax, or soot can build up on valve plate seating surface inside valve body causing plate to stick.
- Remove valve body from unit.
- Apply a spray lubricant where valve plate seating surface is located.
- Cycle valve manually by hand opening and closing approximately 20 times.
- Valve should be opening and closing with little effort now.
- Wipe out left over residue.
- Reinstall valve in unit.
- Cycle valve EVERY WEEK to help prevent buildup from forming at plate seating surface.

- **WHISTLING NOISE - Boost leak:**

- Check clamps for proper tightness /springs should be almost fully collapsed.
- If whistling persists remove hoses, clean inside mating surfaces. Reinstall clamps ¼ turn from original and tighten.

- **REV LIMITER RANDOM SHUTDOWNS:**

Phone Headwind Solutions toll free: 1-844-304-7277.

IMPORTANT

12 GA **minimum** wire must be used on the ground and power supply. **Do not extend power and ground harness wires;** doing so will void the warranty. Order the appropriate wire harness according to the following list:

6' length: WH-0001-R5-6ft

9' length: WH-0001-R5

15' length: WH-0001-R5-GRL

25' length: WH-0001-R5-24V (24Volt only)

DISCLAIMER

It is the responsibility of the Owner/Operator to ensure that the SHOCKER Positive Air Shutoff System is working as intended.

Refer to OH&S, Local energy regulators and on site safe work permits.

Check our website for
troubleshooting videos and tips:
www.headwindsolutions.ca

Very Important! Always mount box in upright position as pictured.



Create a drip loop as per good wiring practices to ensure any moisture goes to the bottom of the loop.

NOTES:

THANK YOU
FOR
CHOOSING
SHOCKER PASS

Manufactured in North America.

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troubleshooting videos and tips.**

www.headwindsolutions.ca

Toll Free: 1-844-304-7277

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