



URBAN GORILLA ASSEMBLY GUIDE

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Welcome to the Urban Gorilla Assembly Guide. This document serves as an interim guide, providing a overview of the build process for a 4-door model.

It outlines the major steps involved when building your kit. Due to differences in donor vehicles, options selected and personal plans, your actual process may vary from the process outlined here.

Special thanks go out to all who have provided information, photos, and input on this and other publications.

If you have any suggestions or information to add to this guide please feel free to email us at : info@4x4bodies.com.

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1. DONOR DISASSEMBLY

To prepare your donor to accept the Urban Gorilla kit, you will need to remove the body panels, bed, cab and other items. It is important to remember that with all the demolition, flying parts and sharp edges to wear safety glasses and gloves.

Depending on the options you selected, you will need to use any or all of the following items from the donor vehicle:

<i>Complete Drive Train</i>	<i>Steering Column</i>
<i>Brake Assembly</i>	<i>Master Cylinder</i>
<i>Outer Heater Assembly</i>	<i>Inner Heater Assembly</i>
<i>Heater Controls</i>	<i>Heater Vents/Tubing</i>
<i>Wiring Harnesses</i>	<i>Accelerator Pedal/Assembly</i>
<i>Radiator</i>	<i>AC Cond./Oil/Turbo Coolers</i>
<i>Body Mount Bolts & Nuts</i>	<i>Body Mount Isolators</i>
<i>Gas Tank (some donors)</i>	<i>Gas tank filler, hose...</i>

While these may be the only parts you need from the donor, it is best not to throw anything away until you are finished with the vehicle. There may be other parts that you find you can use during the build process.

You may want to remove some of these parts from the body at a point of time after the body has been removed from the chassis. At this point, you will want to remove, at a minimum, the parts that need to be removed in order to remove the old body.

As you disconnect the wiring it is helpful to write on some tape attached to each connection so you know what goes where. This can save a bunch of time later as you run the wiring into the new body. If you are using a new wiring harness, or a combination of new and old harnesses, labeling connections may make for an easier process as you install these harnesses later.

(Continued on page 8)

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Remove items from the firewall that need to stay with the chassis. To save time and effort you can leave items connected to the engine and drive train that you will be using later. For example, relays and other items can be removed from the old body but left with the engine and then remounted to the new body.

If applicable, it may be wise to leave the hoses connected to the AC condenser so you won't have to recharge the system. If you are good (and careful), you may be able to leave the radiator (or oil or turbo items) connected to the hoses too. Simply separate these pieces from the body so you can pull the body. If necessary you can remove the fan shroud, mechanical fan, and fan clutch from the engine to give you more room to remove the AC condenser. You will be tilting the radiator back and using an electric fan for cooling, so you won't need those items on the engine any more.

You will need to remove the gas tank filler neck from the body as well as any ground wires so that the body pieces can be lifted off. Be sure to always keep tanks capped so that you don't have a fire or explosion hazard. Also, as you begin lift off each body component make sure that there is nothing still connected.

After you have removed the items from the body so that you can remove the body, unbolt the body sections and remove. You can remove the hood, fenders, pickup bed (if applicable). You will want to save the body mounting hardware (nuts, bolts, isolators, etc.) to remount the new body.

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Fig 1-1: Donor with no hood, doors or glass...



Fig 1-2: ...off with the bed...



Fig 1-3: ...then the panels...



Fig 1-4: ...no more firewall.

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2. FRAME PREPARATION

Removing the Old Body Mounts

The old body mounts need to be removed to make way for the new body mounts. As there are many different donor configurations, you will want to double check the body mount locations to determine which mounts need to be removed. The body mounts on the older frames are riveted in and you can cut or grind the rivet ends off in order to remove the mounts. On the newer body styles, the mounts are welded into place and will need to be cut, ground, or torched off.

At this point, some builders prefer to trim the front and back frame rails in preparation of painting the frame. You may want to wait until you position the new body so that you know exactly where you want the front and rear bumpers to mount.

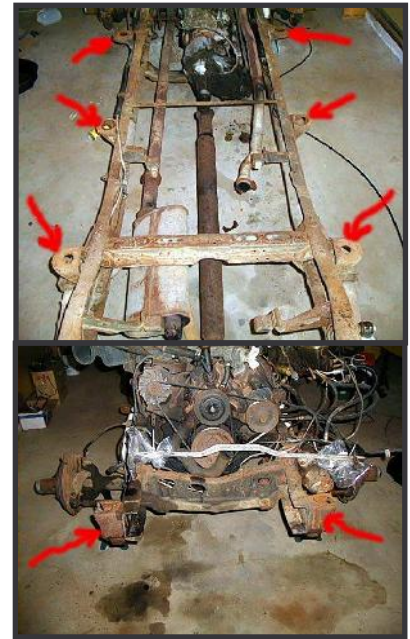


Fig 2-1: ...body mount locations...



Fig 2-2: ...various methods available to remove old body mounts...

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Removing the Gas Tank (if applicable)

On certain donor vehicles, the old gas tanks cannot be used with the new body. Existing tanks that are either on the outside of the frame rails or that extend too far back will need to be replaced with a different tank.

If you have a vehicle that has these types of tank configuration, remove the old tank. Save the pieces (hardware, straps, etc.) in case you need them during the assembly process.

Installing the New Body Mounts

If you are planning on painting the frame, you need to decide when it will be best to paint it. If you haven't shortened the frame yet, it would probably be wise to wait. Look ahead and review the rest of the processes that impact the frame. You want to make sure all preparations have been made to the frame and paint it so you don't have to grind, cut, or otherwise alter the frame after it has been painted.

At this point you can position and install the new body mounts. Position the body mounts as in the diagrams below. In many cases you can use existing holes in the frame and drill the remaining holes for the body mounts.



Fig 2-3: ...existing body mounts on late model Suburban...

On early GM pickups and Suburbans, use the existing rivet holes from the old body mounts to mount the new front body mounts (and center mounts on the Suburban). Position the mount, then mark and drill the holes in the new mount to match the old holes in the frame.

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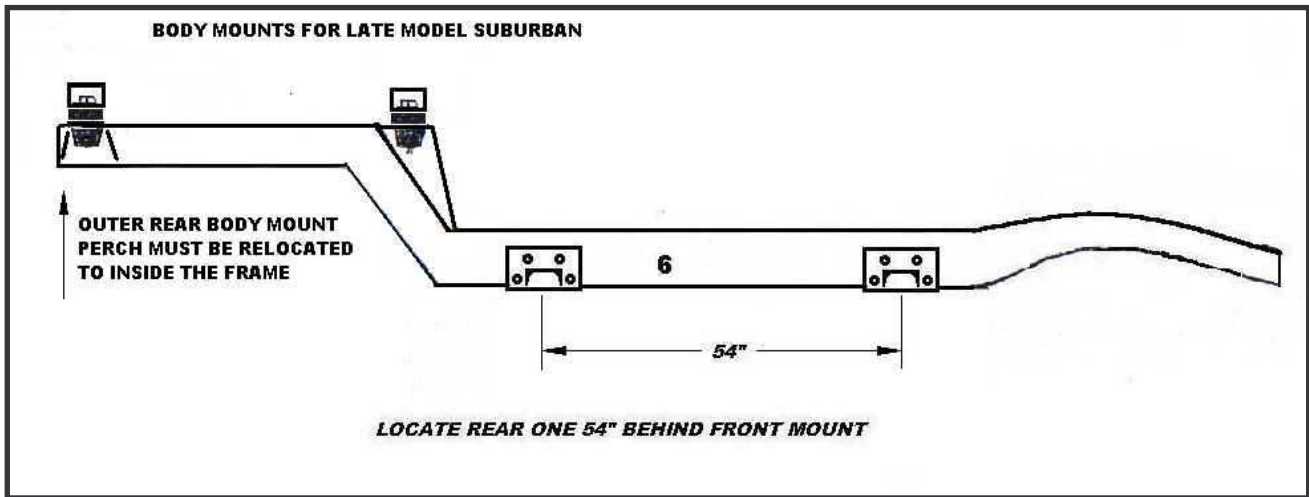
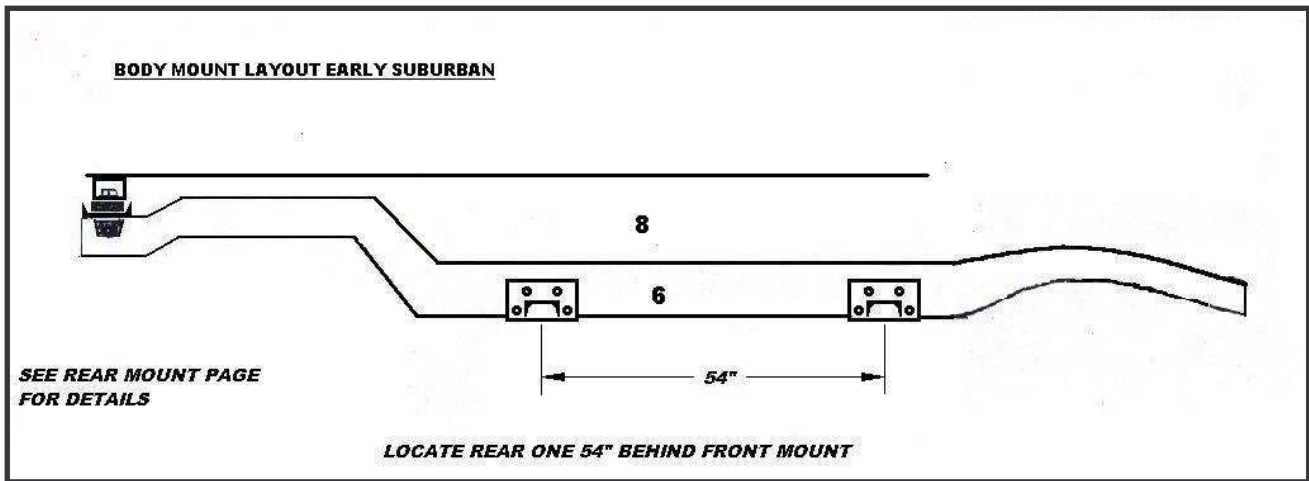
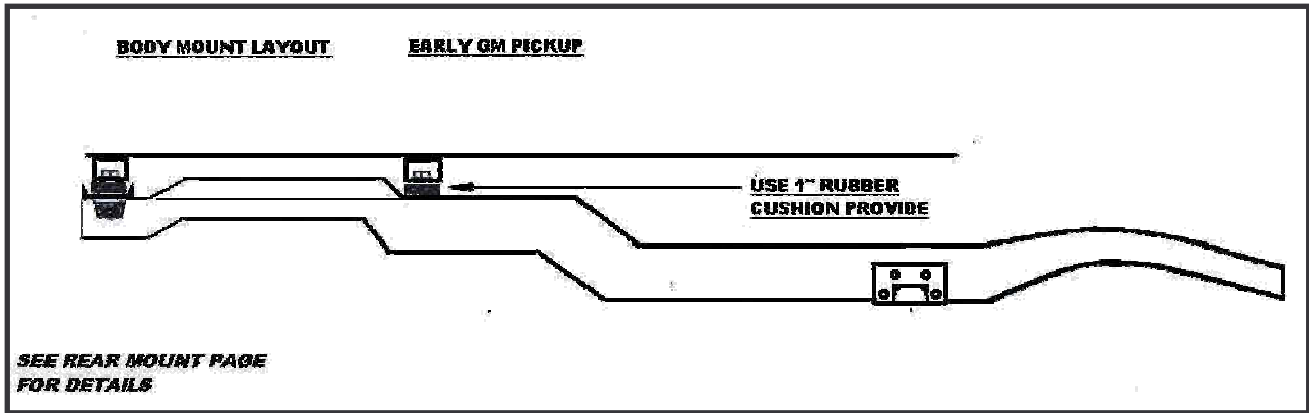


Fig 2-4: ...body mount location layouts for various donor vehicles...

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Rear Body Mounts

Rear body mounting will vary by vehicle. Below are a few examples of possible rear body mounting setups. The goal is to have the body isolated in both upward and downward directions.

In the gas tank photos on the following page, you see how a customer set up the double C channel system. Once the body was positioned in place he welded the top C channel to the body. The body is then isolated from upward and downward forces at each mounting point.

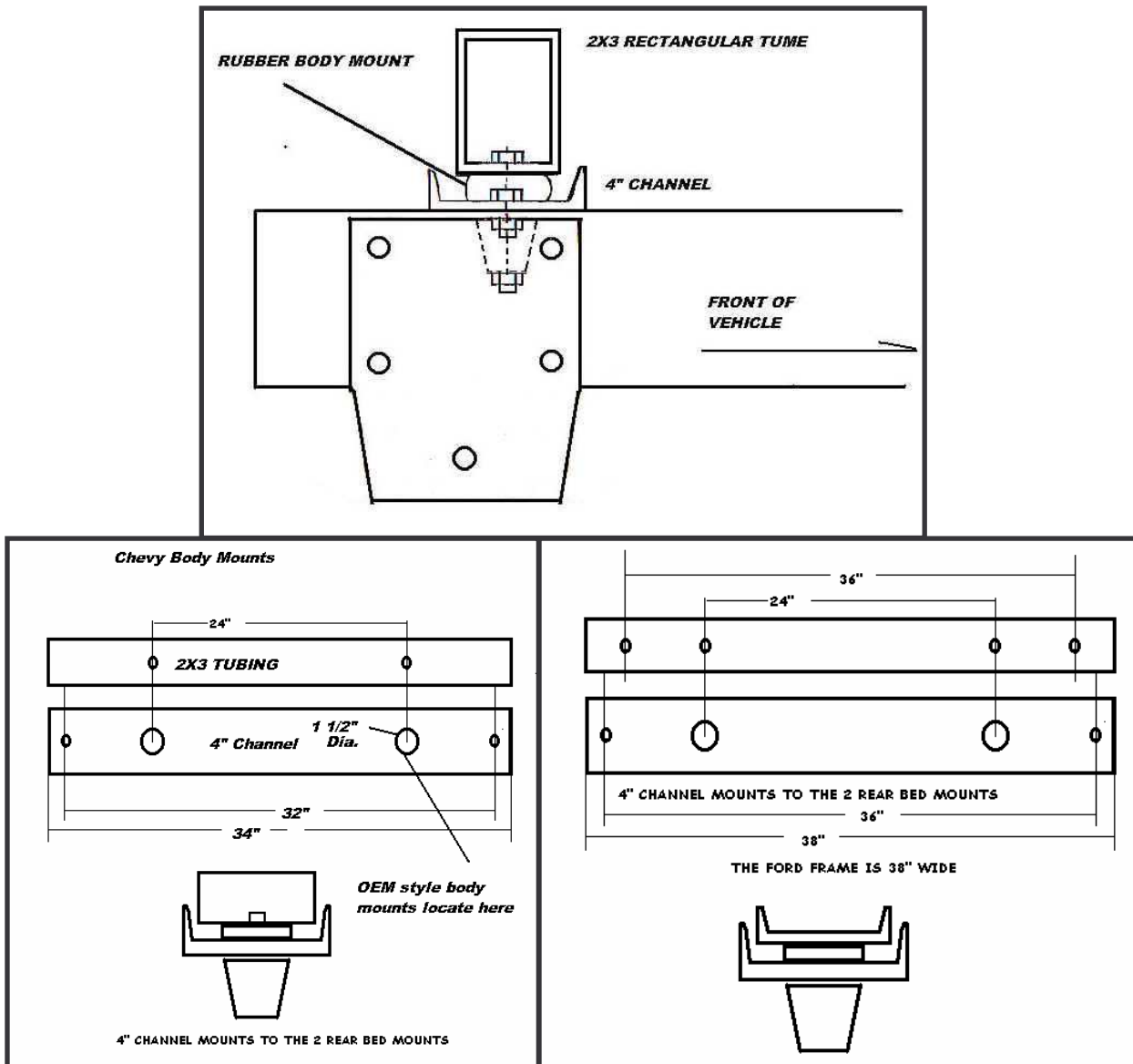


Fig 2-5: ...various possible rear mount configurations...

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Installing the New Gas Tank (if applicable)

You can now install the new gas tank if needed due to the donor vehicle tank location. Mount the tank per manufacturer's instructions. You may be able to use the old straps, or you can make your own or purchase new mounting straps/hardware.

The photos show a 21 gallon tank installed by a customer into an early Sub-urban chassis. It would be wise to use some rubber to insulate the straps from the tank so the straps won't wear the tank down.

Also, take note of the double "C" channel rear body mount configuration.



Fig 2-6: ...example of alternate gas tank installation...

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3. BODY INSTALLATION

Installing the Body Tub

You may want to paint, undercoat, bed line, etc., the bottom, firewall, and or interior of the body. Again, you need to decide when the right time is for you. The three common times are:

- 1) Before the body is installed
- 2) After the body is installed (Harder to do)
- 3) After removing the body, subsequent to measurements, cutting and drilling of firewall/mounting tasks (If you don't mind moving the body around, this approach will allow you to determine frame rail modifications, and firewall locations, then after removal, to prep and paint the frame and the underbody.)

A general guide for mounting the body is to line up the back of the body with the back of the rear spring shackles. The rocker panel pieces are manufactured long so you can trim to your wheelbase and preference. You can leave it the way it is, trim it straight up and down, trim at an angle, trim at a curve, trim the bottom, or any combination of them. It is always wise to cut as the last step. Perhaps you may want to mark the rocker where you anticipate cutting it and see how it looks as well as take measurements and compare to the guide below. Be sure to consider the quarter panel inserts when deciding where to trim. You can hold the quarter panels on the outside to look and mark. Cutting should only be done after you are sure that is the

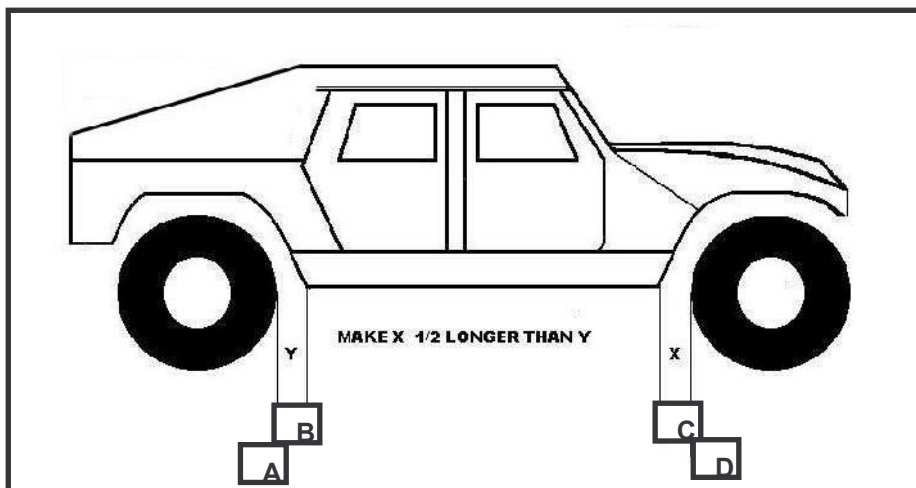


Fig 3-1: ...body positioning guidelines...

way you want it. See figure 3-2 for more information.

This illustration gives a general rule of thumb for positioning the body. You want to have about 50% more distance from the front tire for turning, aesthetics, etc.

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Here is a quick calculation to help you figure out X and Y.

Take the total distance from the front of the back tire (A) to the back of the front tire (D) along

the bottom line of the rocker panel. Next subtract the length of the bottom of the rocker panel (B to C) to get the total of the gaps. Then multiply the total of the gaps by 0.6 to get X and 0.4 to get Y.

$$Y = (AD - BC) * 0.4 \quad \text{and} \quad X = (AD - BC) * 0.6$$

If the distance between the tires from A to D along the bottom of the rocker panel is 100 inches and the distance from B to C is 80 then the total of $Y = 8$ and $X = 12$. You don't need to be that precise. This is just a general guide so the body looks good and the front tires can turn without hitting. You can double check the positioning of the body with measurements. It is a good idea to turn the front tires left and right with weight on the vehicle to make sure the front tires have enough clearance for turning especially when the tires will be bumped or pushed up. And as always, step back and make sure everything looks right and that the body is positioned where you want it.

After you are sure the body is in the correct location front to back and centered left to right then you can mark and drill the body to bolt it down. Also, if applicable, you can attach/weld the rear mounting setup to the body.

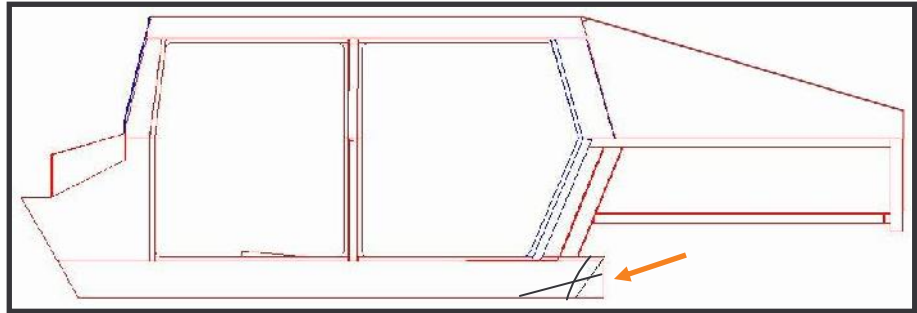


Fig 3-2: ...rocker panel trim options...



Fig 3-3: ...body mounted to a late-model Suburban chassis...

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Trimming the Frame Rails / Installing the Bumpers

At this point, you are ready to trim the frame rails and install the bumpers, if you have not already done so. The mounting of the bumpers will vary depending on the vehicle. Some customers will weld on the bumpers while others will bolt them into place.

The following illustrations give you a general guide for mounting the front bumper. It is wise to position the nose where it looks good on the body and then decide where to mount the front bumper.

Some customers will choose to mount the top part of the hinge vertically. This gives them some flexibility on adjusting the height of the nose before attaching to the hinge (see photos). Others choose to place it flat on the inside of the nose and bolt some angle iron to the nose (see drawing and photo with instructions).

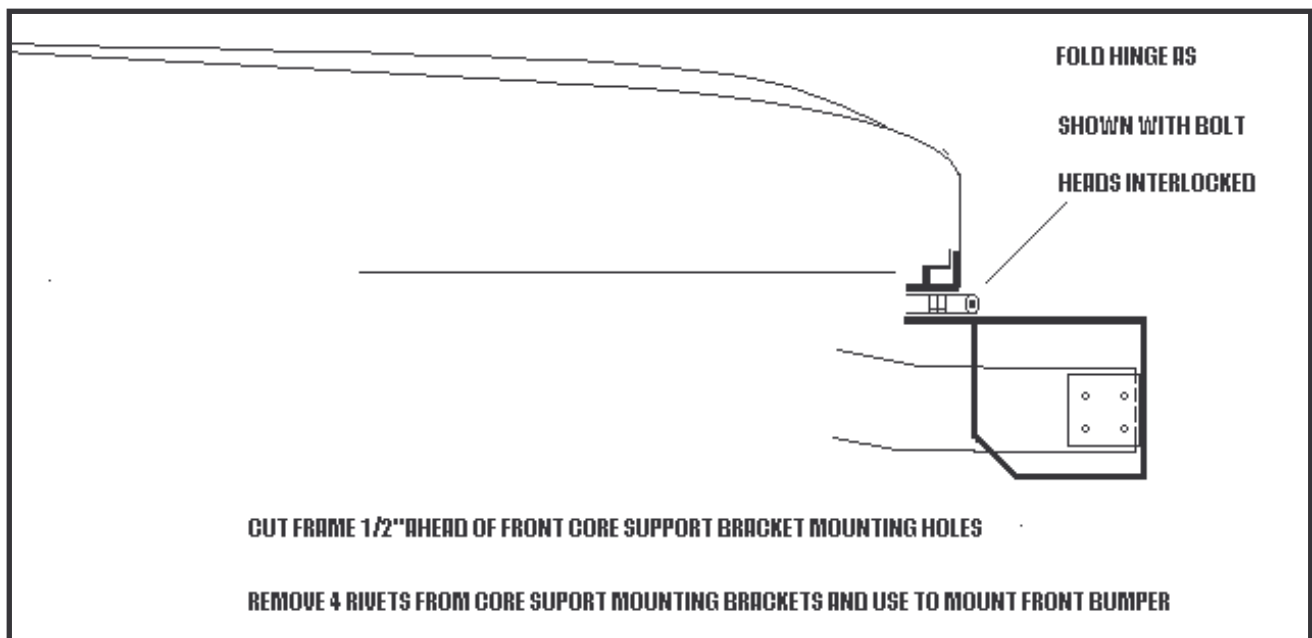


Fig 3-4: ...front frame trimming / bumper mounting guidelines ...

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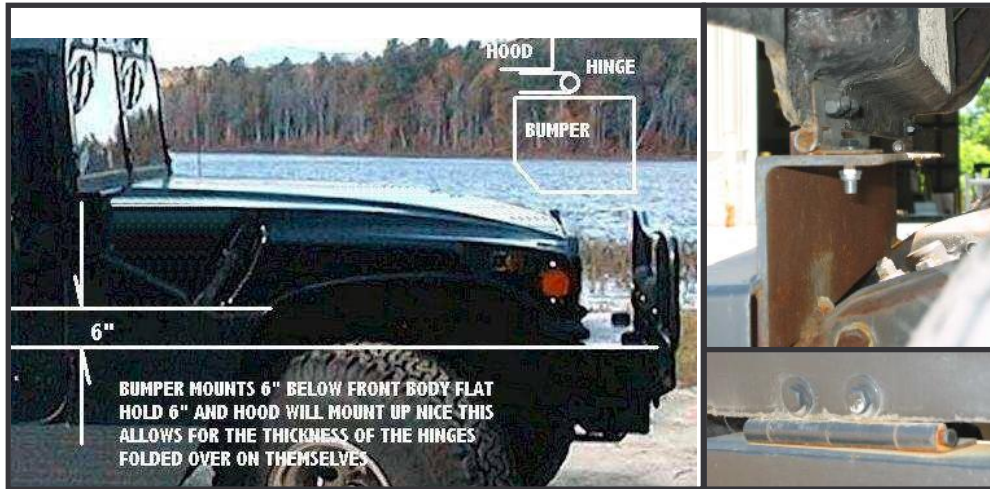


Fig 3-5: ...bumper mounting guidelines with 2 approaches shown...

At this point, you may want to go ahead and mount the front nose since you already have it in position. You can also do this after relocating the radiator, or by removing the nose when you are ready to relocate the radiator.

Be sure to put a catch cable or rod on the nose so it doesn't fall forward and break. At some point, if it is necessary, you will also need to trim and sand the edges of the nose to where you want them.

Decide where and how you would like to mount the rear bumper and use the provided L brackets to bolt or weld to the bumper and then bolt or weld to the frame or vice versa. Some customers will remove the back two rivets from the frame and drill the holes to 1/2 inch and bolt the brackets there.

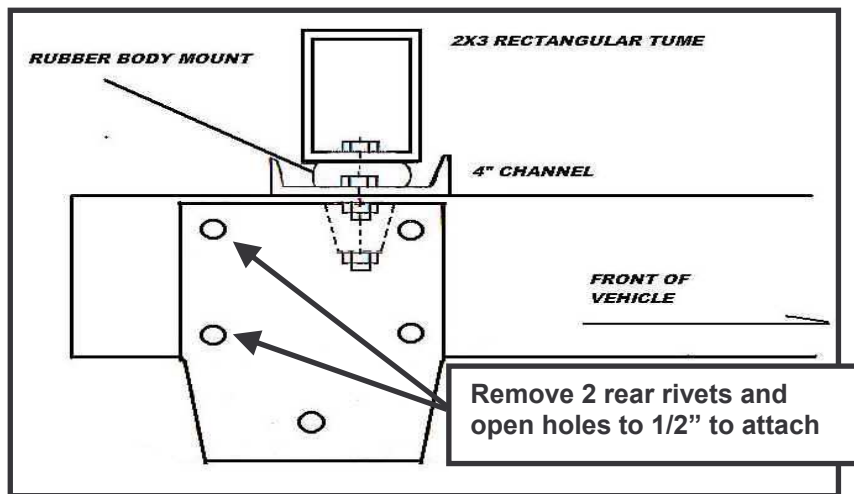


Fig 3-6: ...rear bumper mounting guidelines...

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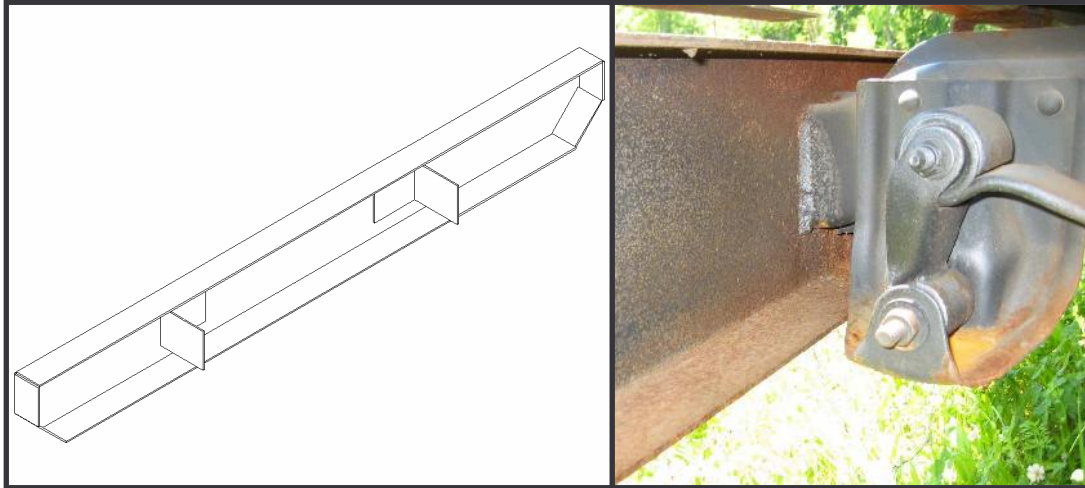


Fig 3-7: *...rear bumper drawing and mounting example...*

Preparing the Firewall

The firewall needs to be cut for the steering column, heater boxes, brake system, electrical system, and so forth.

For each item, make a cardboard template from the donor vehicle. Position the template where you want the opening and mark then cut. It is wise to double check the location of each item to make sure the donor items will be positioned where you want. Make sure the donor items will be in a safe location and clear the engine and other items.

For example, with the inner and outer heater box you will want position the boxes about where they will go to give you an idea where you will want to locate the template. You can double check the position by holding the donor items up to the traced lines to make sure you have marked the correct spots.

You can use reciprocating saws, drills, grinders, cutting wheels, plasma cutter, etc., to cut the firewall. Once the holes in the firewall have been cut, you can install the individual donor components. You can also refer to the instructions included in the individual aftermarket components.

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Relocating the Radiator

The radiator needs to be relocated in order to put on the hood/nose.

If you have not done so already, remove the mechanical fan and clutch from the engine. You can then position the nose in place and look underneath to see what space you will be working with. Loosely position the radiator to see where it will work best.

Once you have determined where you will locate the radiator and whether you will locate the electric fan on the outside or inside, you can then use the channels from the radiator relocation kit to position the radiator. Position one channel under the radiator and weld/attach to the frame. Then with the radiator in position put the top channel into place. Cut the support tubes to the appropriate length and connect to the top channel and to the frame where you have decided to attach them. See the various photos below to get a better idea of how some customers have done it in the past. You may want to make some side fins to force the air through the radiator to help avoid any overheating issues.

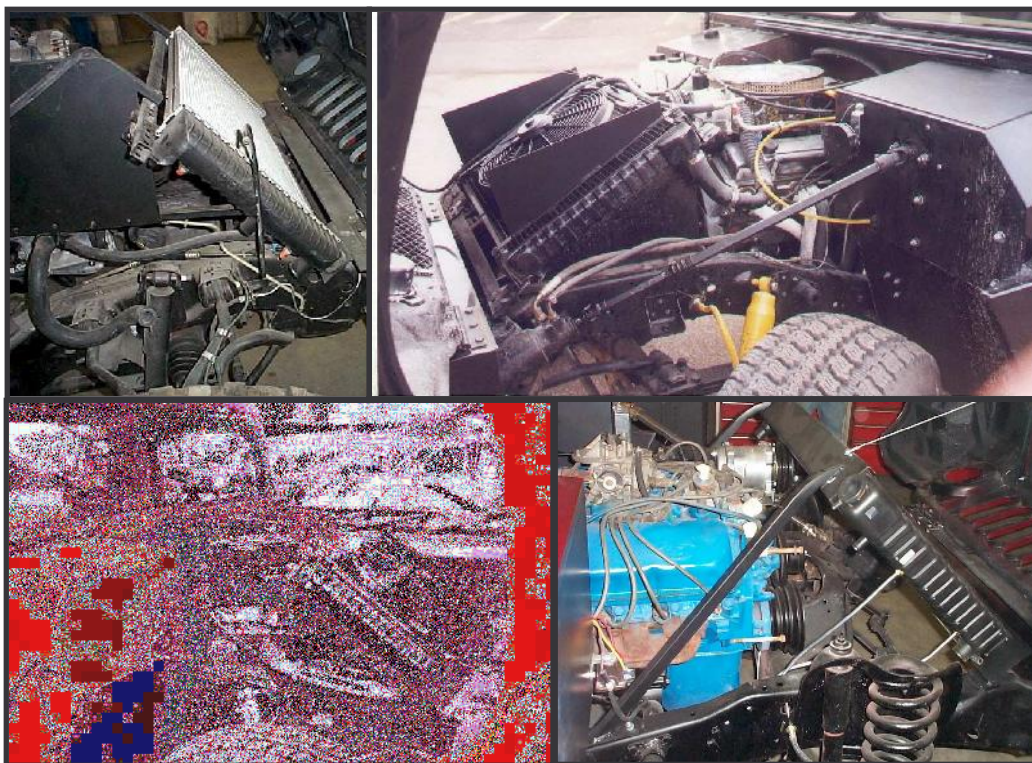


Fig 3-8: ...assorted radiator relocation configurations...

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Installing the Quarter Panels

With the body in position, you are ready to cut and install the quarter panel inserts.

Hold up each quarter panel and determine where you are going to locate it. Remember to leave enough room for the quarters to tuck under the metal edges. Mark the cut lines and double check that the trim lines are in the right place so the quarters look good and that the gap around the tires is good. Cut the quarter panels using a reciprocating saw, grinder, masonry blade, etc.

Mark the body for the fasteners you have decided to use (bolts, rivets...). You can then drill through the body for each fastener. Position the quarter panel and drill for the fasteners. You can also put the quarter panel in place and drill through the body and the quarter panel at the same time.

Next, attach the quarter panels with the fasteners. You may want to run a bead of silicone or other sealer before you fasten the quarters into place. This will help make the installation more solid and keep dirt, dust, or water from getting through the body and quarter panels.



Fig 3-9:

...rear quarter panel examples...

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Installing the Doors

To install the doors, you will want to position the door in the door opening and use shims/spacers to get the door exactly where you want it. You may want to trim, cut, and/or sand the edges of the door to get the door gaps exactly the way you want. Some customers may choose to have the body shop do this step.

Once the door is in the desired position, put the outer hinges into place and drill through the holes in the hinge to make holes in the outer door skin. Bolt the hinges to the door using the backing plates or large washers and bolts. You may want to add a lock washer and/or nylock nuts if desired. It is best to make sure you only drill the exact hole sizes you need in the exact locations so your doors will always be in the right place and not have a tendency to move around in elongated or oversized holes. Repeat the process for each door.

You can install the latch and inner and outer handles either before or after hanging the doors. You may want to do all of the cutting, drilling, and fitting at this point but wait for final assembly until after the doors are painted for a better finish around the handle and less masking work.

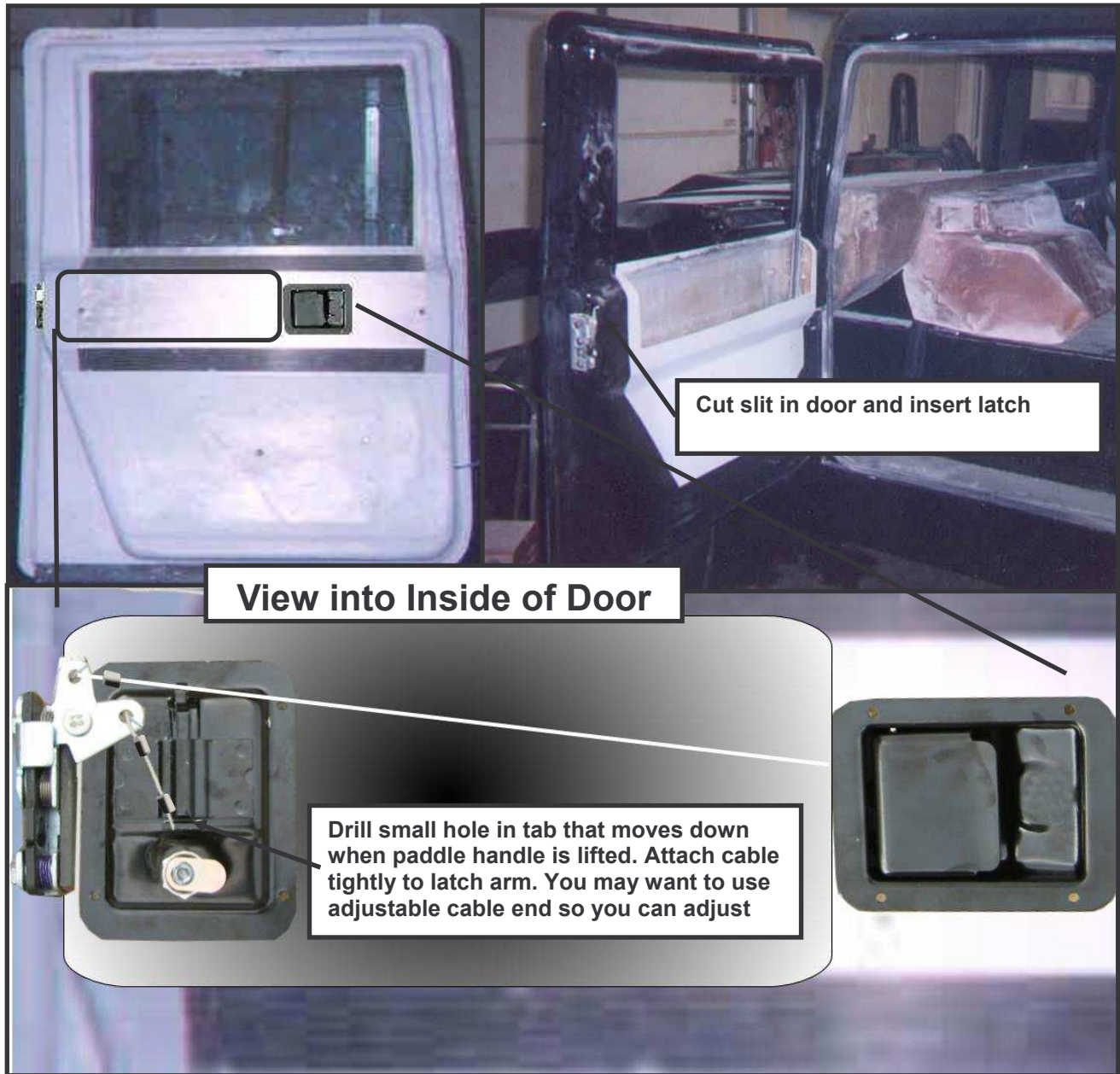
To install the latch, position the latch where it will be located (see photos) and cut a slit to allow the lever arms to penetrate into the door cavity. Once the latch is in position with the lever arms inside the body, drill the holes and bolt it into place.



Fig 3-10:

...doors installed on the body...

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Next, you may want to make a template of the inside of the paddle handle using some card board or thick paper. Then, you can easily mark the necessary opening to seat the handle into the door skin. The outer paddle handle has a key on it for locking the door. Locate the template where you will want the handle mounted and trace the opening dimensions onto the door skin. Make sure the handle will be located where it can pull down the latch arm to open the latch (see photos). Once you have double checked the location, go ahead and cut the outer door skin to mount the handle. You can attach the door handle to the door skin now or wait until after painting.

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When you are ready to install the cables and the inner handle, mark and cut the inner door cover for the inside paddle handle (handle without key tumbler). Attach the cables as shown in the photos. You may also want to use an adjustable cable end on one end of each cable so you can adjust the cable as necessary. This is also helpful for later adjustment in case the cable loosens. Some customers will bend rods rather than use the cables. There is an alternative latch setup as seen in the photo below. You can bolt a bar/rod to the top of the up/down shaft and then weld or attach the bottom of the bar to the tab on the bottom of the shaft. You can then attach the cable to the bottom of the bar/rod. The extended rod can give a better pull angle for the latch. This may be particularly helpful for the back doors where the latch is mounted on an angle relative to the handle.

With the latches in place you are ready to mount the strikers and striker brackets. Use the striker brackets or cut a piece of the appropriate angle iron similar to the photo. You may want to put some bulb trim around the door opening so you can make sure everything fits nicely. Close the door and insert the loose striker all the way into the latch and have someone hold the door where you want it when it will be closed. Mark where you want the striker bracket, as well as where you want to drill a hole on the bracket to mount the striker. Drill a hole in the bracket for the striker and bolt or weld the bracket to the body.



Fig 3-11: ...alternate latch set-up...



Fig 3-12: ...striker assembly...

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Installing the Tailgate

Position the tailgate so that the top of the tailgate lines up with the sides of the pickup area. Next, position the hinges where desired and drill and bolt to the tailgate. Drill/bolt the bottom of the hinges to the body. Determine how you want to support the open tailgate (chains, cables, rods) and install. Then, install the latching or catch mechanisms (hooks, spring catches, etc.).



Fig 3-13: ...tailgate assembly attached to a slantback body...

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4. COMPONENT INSTALLA-

Installing the Windshield Wipers

Mark wiper shaft holes, centered on each windshield opening as show in drawing below. These dimensions are for the bodies that have 1.5" square tube above the windshield area. For older bodies that have a 2x3" tube then drill holes 21" from centerline and 1 3/16" down from roof on the inside. Once the holes have been marked, do a reality check with the wiper motors to make sure the holes are in the right place and that the motors will fit in the marked location.

Drill the appropriate hole size (usually 5/8") in the correct locations. Make sure that when you drill you hold the drill perpendicular to the tube face so that the hole on the other side of the tube will also be centered 1/2" up from the bottom of the tube on that side too.

Install the wiper motors and adjust for the proper protrusion out the front of the vehicle. Place the gasket, washer, and nut on the wiper shaft and tighten. Drill and screw in a self tapping bolt to hold the other end of the wiper motor to the tube.

Run the wiring for the motors in the desired location. Some people will drill holes and run the wiring through the side or center tubes. Others will run the wiring down the outside of the tubes into the dash area. Hook wiring up to the motors, switch, and water bottle pump, then connect to the appropriate locations in your wiring harness.

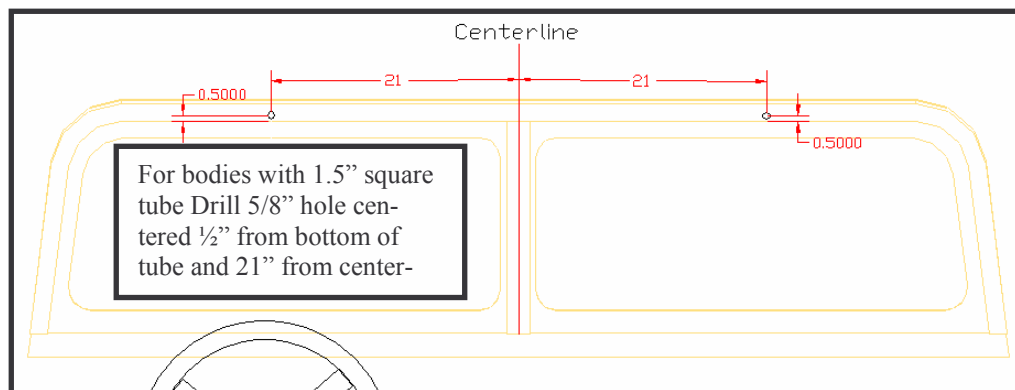


Fig 4-1: ...wiper installation template...

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Prepping Dash Pieces and Gauge Cluster

Trim all of the interior dash pieces and drill/cut in preparation to install. Cut out the appropriate openings for heater controls, stereo, heater ducts, plenums, vents, and any other holes you will need.

Decide where you want to locate each of the gauges and mark the gauge cluster accordingly. Cut the opening for each gauge and make sure the gauges all fit. Don't do the final installation of the gauges until you have painted or upholstered the gauge cluster.

Paint, finish, or wrap the dash pieces with upholstery/leather in preparation for final assembly. Depending on how you are going to paint or finish the interior you may want to wait until later for final installation. You can then install the gauges into the corresponding openings.

Installing the Wiring and Lighting

Reinstall the wiring into the body using the labels to assist you in locating each section. If you are using a new wiring harness follow the instruction booklet that came with the new harness. Run the wires for the all of the different components. You may need to run extra wires for new items (radiator fan, marker lights...).

Drill the necessary holes and mount the head lights, turn signals, reflectors (unless side lights have reflectors built in), park lamps, marker lights, and license plate light (left up to customer to acquire and decide on location).

Locate a 3 light bar (or three marker lights) on the front and back center of the vehicle (see photos). In the back some have located the light bar or 3 marker lights below the tailgate while others have located on top of back of cab (like on some wagons). You may want to double check on the local regulations.

You may want to consider waiting before you complete the final mounting until after you have painted the vehicle.

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Fig 4-2: ...examples of light locations, front and rear...

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Completing the Bodywork and Painting

At the appropriate time, you will want to do (or have done) the body work and painting. You will want to use some body sealer around all of the seams and make sure that everything is sealed up well so you don't have any leaks. Just like with new cars you need to seal all of the seams. In some areas you may desire to run a bead of seam sealer caulk on both the inside and outside (like on the drip rails above the doors for example).

Then, do the body work preparation on all parts of the body. You will want to make sure that all of the fiberglass edges are finish trimmed, sanded, and smooth. You will also want to do any finish body work on the fiberglass pieces to get the quality finish you desire on the paint job. You will want to fix any dents or dings in the steel body. You may also want to grind/sand any welds or edges that may be sharp, rough, or that may mess up the paint job.

After the body is painted you can do the finish assembly. You can install/reinstall the lights, handles, latches, hood straps, door moldings... After the dash pieces have been finished you can add the components to them and hook up the wiring to the gauges, controls, etc., then install the dash pieces. You can also run the bulb trim around the door openings.

Installing the Glass

It is probably best to have a professional handle the glass work. The glass can break very easily (e.g. if set on cement or handled the wrong way). The professional usually covers the cost of any breakage that may occur during installation if they are doing it. You will probably want to talk with a commercial or residential glass company as they are more experienced and set up to cut flat glass than an automotive glass place that normally works with specific glass for specific vehicles.

For the fixed glass pieces (windshield, back windows, side windows on wagon...) they normally use 1/4" laminated safety glass (two layers of glass sandwiched over a layer of plastic). On the roll up windows on the doors they normally use tempered glass (heat treated so it is stronger and shatters when broken for safety). The drawing on the next page gives you a general idea of the size glass to use. It usually takes a little time to order in the tempered glass because you can't cut it once it has been tempered so plan time for it to be cut, tempered, and delivered.

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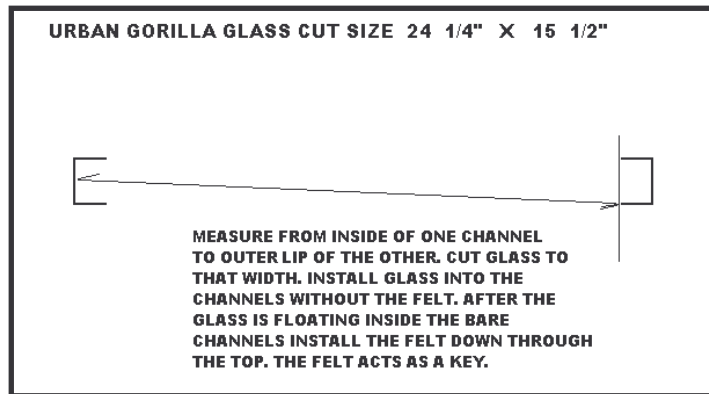


Fig 4-3: ...roll-up glass measurements...

Completing the Interior

There are as many types of interiors as there are customers. Some guys will go with just bed liner and hose out interiors with used jeep seats while others will go with leather seats and trim. Some customers will install laptops, video games, DVD/TVs, \$2,500 custom stereo... it is really up to you.

Numerous photos have been included on the following pages to give you some ideas as you plan your interior.

There are numerous seating options. Some customers use 4 high-back bucket seats, while other customers will add a bench in the 2nd row. Some even add a third row bench seat, custom roll bars, or even a removable custom back.

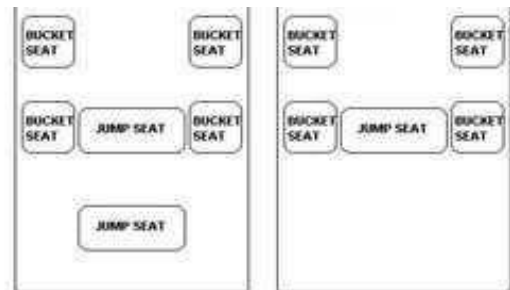


Fig 4-4:...possible seating configurations...

If you are installing carpet in your vehicle, you may want to mark and drill the holes for the seats, pedestals, seat belts, etc., first and put the seats in after the carpet has been installed.

If you ordered the seat package from Urban Gorilla, position the front seat pedestals where you want them, based on the desired final seat position. You may want to paint/cover the seat pedestals before installation. Drill and bolt the pedestals to the floor.

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Next, mark and drill the seat pedestals for the passenger seat and the driver's seat track (different bolt patterns). Bolt the sliding seat track to the bottom of the driver's seat and then bolt both seats in place.

Position the back seats where you want then and then temporarily mark the positioning. Next determine where the bolt holes will be and mark. You may want to make a template for the bolt pattern or take some measurements. Be sure that the seat template isn't too far back or you won't be able to bolt the back of the seat down. It is much easier to make sure the holes are in the right place rather than have to ream out the holes and fight the seats.

If applicable, install (or have someone install) the carpet, trim, remaining upholstery, and head liner. You can also install the seat belts and restraints of your choice. Be sure to use solid mounting locations and the proper hardware to make sure that the restraints are completely safe.

Urban Gorilla LLC assumes no responsibility for the safety, seat belts, restraints, road worthiness, etc. of the body, components, or vehicle. You, the customer and/or assembler assume all risks and are completely responsible for all safety, inspection, installation, road worthiness, etc., of all components, installation, body, vehicle, etc.. If there is anything you feel is not perfect, safe, sufficient, etc., please let us know immediately. At Urban Gorilla LLC we really love our great customers so please be wise, safe, and have fun...

PS Don't forget to send us some great photos of your new dream truck!



Fig 4-5: *...examples of interior configurations and trim...*

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