

Topper

Finish

(A) An exterior gel coat finish (color to match customer specs), will be applied to the body exterior, and have a depth of .015" to .018" when cured so as to guard against scratches. Painted body coloring will not be accepted due to thickness limitations and lack of scratch resistance. The high gloss ISO/NPG gel coat will be provided with UV barriers to guard against premature fading.

Topper Construction

(A) Topper shall be solid, structurally reinforced type, fiberglass throughout modules with no critical stress areas that can result in cracks or leakage. All fiberglass shall be consistently 3/16" (.187) thick so as not to add unnecessary weight and still achieve the desired strength. Glass/resin ratio should be approximately 30/70. No resin fillers will be allowed that reduce physical properties and add weight to the body. Synthetic core materials, such as, PVC, Klegacell, Anitex, etc. will not be acceptable due to their low sheer and impact strengths.

(B) All topper doors will be hollow core, double panel with gel coat finish on both outer and inner surfaces. The exterior door surface will have a slight convex shape for improved impact strength. The inner door panel will be flat so as to engage the weather-strip uniformly without crimping or tearing. Door panels will be joined by epoxy resin. Aluminum reinforcements will be glassed inside door for attaching hardware to prevent cracking and hole distortion leading to leaking. Doors will be heavy duty to resist warpage and capable of resisting high impact loads.

(C) The doors will create a tight weatherproof seal against water and dust by means of automotive, bulb type, weather-strip having a hollow core. Door seal is to attach by means of pinch weld (no glue). Compartment door openings shall not exceed a 2" corner radius to facilitate a larger clear opening.

(D) There will be a minimum of three hinges per door. Door hinge shall be heavy duty type hinge. Hinges will bolt to body and door with stainless steel flush mounted bolts.

(E) Door latches are to be heavy duty, twist latches with adjustable strikers. Doors are to be keyed alike.

Topper Standard Equipment

(A) All nuts and bolts will be stainless steel with self-locking nuts.

(B) All wiring is run in protective automotive split loom.

(C) All bolts and nuts are stainless

(D) Flip up doors on gas struts

(E) Window in front dash

(F) Window in rear door

(G) Third Brake light