







HI THERE!

VANSMITH IS MORE THAN A CUSTOM VAN BUILDER.

We provide people who seek adventure and the freedom of the open road, with the tools, services, products, and knowledge to do so.

When you build with us, you don't just receive your dream van; you also receive a lifelong partner to help you maximize your experience and guide you along the way. Since 2016, we've been testing, re-testing, and perfecting each one of our systems, so you can be sure that your build investment is tried-and-true.

When you live or travel in a van, it's never about the actual van. It's about everything you gain from the change in lifestyle: freedom from the monotony of the 9-to-5, the escape from the suburbs, and the attainment of non-material luxuries, such as silence and fresh air. To get to that point, there are a few critical decisions to be made. One of the most difficult parts of the process can actually be deciding which make and model van will work for you and procuring your van. That's why we have put together this guide to help make the process easy!



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CHOOSING THE RIGHT MAKE AND MODEL FOR YOU





CHOOSING BETWEEN THE MERCEDES SPRINTER AND THE FORD TRANSIT FOR YOUR CONVERSION

MERCEDES SPRINTER

Many people regard Mercedes Sprinters as the gold standard for conversion vans, and we count ourselves among this majority. That's because Mercedes have been making vans intended for conversions for years. Sprinters are available in both gas and diesel models, but we recommend the diesel engine for a long-lasting, extra smooth, and super efficient ride. Diesel engines generally last significantly longer than gasoline engines. Yes, diesel engines are more costly to maintain and more expensive to fill up, but these costs will never compare to the cost of an entirely new vehicle. The Sprinter's spacious interiors and clean lines save time during the conversion and ultimately make for a more beautiful van build. The super luxe cockpit makes the Sprinter about as much fun as you can have driving a van. Another major advantage of converting Sprinter vans are the numerous pre-configured aftermarket accessories out there, such as ladders, roof racks, windows, and folding bed kits.

The Sprinter is the most developed van to suit various needs and lifestyles for consumers – but at a high cost. When buying your van initially, there is often a pre-order waitlist that can take up to a year. Down the line, you will also need to bring your Sprinter to a Mercedes dealership for major work, as their computer software is proprietary. You'll be looking at a couple months of waiting to get into a shop, and repairs can be expensive. While the engine's warranties are pretty similar on the Sprinter and Transit, the Sprinter does come new with a limited outer-body warranty that covers all exterior panels, which the Transit doesn't offer. Sprinters are tough as nails, so we find they need to go into the shop less than other van makes and models. And, they hold their value extremely well, so if you ever decide to re-sell, you'll have plenty of cash waiting for you.

We recommend Sprinters all the way!



Photo credit: https://www.motortrend.com/cars/mercedes-benz/sprinter/2023/



CHOOSING BETWEEN THE MERCEDES SPRINTER AND THE FORD TRANSIT FOR YOUR CONVERSION

FORD TRANSIT AND TRANSIT TRAIL

If you asked us a few years ago, we would have said Sprinters were superior in pretty much every way. However, the new Ford Transits are stepping up their game to answer the #vanlife call with extra body lift, beefy engines, and more pre-configured exterior accessories. Once you get to a comparable wheelbase size and engine as the Mercedes Sprinter, the price becomes comparable too.

We like the fact that parts are easy to replace and you can get maintenance done at most garages. This is a big one. Ford service centers are more widely available and affordable than Mercedes service centers. Another important consideration is the extra headroom you gain in the Transit compared to the Sprinter. The Transits afford you about 3 extra inches of headroom, for a total of 6'5" interior height in your finished Vansmith build. If you are a taller human, you might appreciate the extra bit of space. Transits are also gas engines, which may be more desirable, depending on your personal preference. While gas engines are cheaper to maintain, they may not have as long of a lifespan as diesel engines. Pro-tip; spend the extra dollars to get the Eco-Boost engine. The naturally aspirated variation has an underwhelming amount of power.

While the base Transit will do the job, we highly recommend looking into the Transit Trail, Ford's 2023 off-road capable van. The Transit Trail boasts numerous upgrades over the base Transit commercial van, designed for – and influenced by – the van-life community. The "Trail" in its name is no accident. Ford designed the Transit Trail with enhanced off-road capabilities, making it a perfect choice for those who want to explore beyond paved roads. With its all-wheel-drive system, raised ground clearance, and durable skid plates, the Transit Trail can handle rough terrain with ease. This makes it an excellent choice for adventurous travelers and outdoor enthusiasts who want to reach remote destinations while still enjoying the comforts of a conversion van. It also offers the option to add an extended-range fuel tank from the factory, 31 gallons vs the Sprinter's 25-gallon tank. The Ford Transit Trail is notoriously hard to get at the moment, but don't fret! The Vansmith has the ability to up-fit your base model Ford Transit with comparable upgrades to the Transit Trail.



Photo credit: https://www.ford.com/trucks/transit-passenger-van-wagon/



THE FORD TRANSIT BASE MODEL VS. THE TRANSIT TRAIL



Equipped for Adventure



The 2023 Ford Transit Trail™ van was built for life on and off the road, with numerous upgrades over the base Transit commercial van, designed for – and influenced by – the van-life community.

2022 Transit van

2023 Transit Trail van

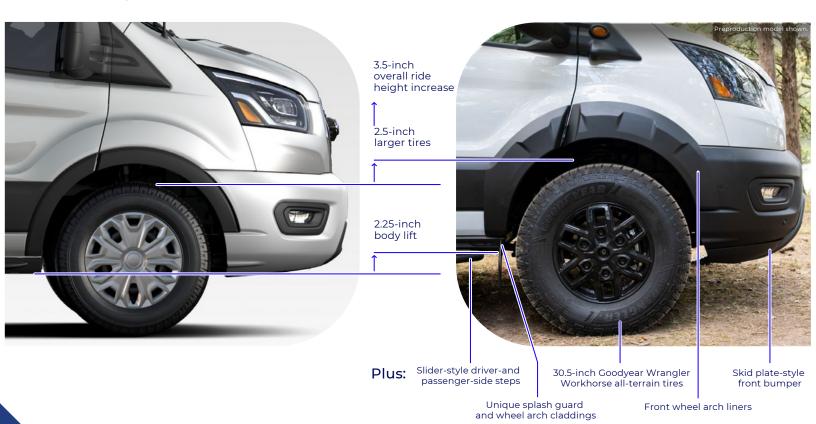


Photo credit:

 $\underline{\text{https://media.ford.com/content/dam/fordmedia/North%20America/US/product/2023/transit_trail/2023\%20Transit\%20Trail%20vs.\%20Base\%20Transit.pdf}$



CHOOSING YOUR WHEELBASE SIZE

SELECTING THE RIGHT WHEELBASE SIZE FOR YOUR CAMPER VAN IS A PIVOTAL DECISION THAT CAN SIGNIFICANTLY IMPACT YOUR #VANLIFE EXPERIENCE.

"Wheelbase" refers to the measurement between the center of the front wheel and the center of the rear wheel. This measurement affects factors like your van's interior space, maneuverability, and the overall driving experience. Regardless of what make you go with, you will have two options to choose from when it comes to your van's size; a short wheelbase, or a long (extended) wheelbase.

Short wheelbase camper vans are perfect for those seeking maneuverability and versatility. These nimble vans handle urban environments, narrow streets, and tight parking spaces with ease. A short wheelbase van is usually our recommendation for 1–2 people, so long as you aren't planning to live in the van full time. A short wheelbase is the way to go for adventurers who prioritize agility and accessibility over interior space; its drivability means you'll feel comfortable taking it almost anywhere.

Long wheelbase vans provides generous interior space and comfort. If you're planning extended road trips, living in your van, traveling with your family, or desire a spacious layout with more amenities, the long wheelbase offers the extra room you crave. It's the ideal choice for travelers who prioritize comfort, and storage. The extra few feet of space mean it is more difficult to park and drive, so we definitely recommend test driving one before you commit.

In the end, your decision should align with your specific travel style. Consider how you'll use your van, where you'll explore, and what you value most. Whether it's the agility of a short wheelbase or the roomy comfort of a long one, finding the perfect fit ensures your camper van is tailor-made for your adventures.

	Mercedes Sprinter 140" Wheelbase	Mercedes Sprinter 170" Wheelbase	Ford Transit 148" Wheelbase	Ford Transit 148" EX Wheelbase
Wheelbase	144 in	170 in	148 in	148 in
Overall Height	107 in	107 in	109.6 in	110.4 in
Interior Height (After Build)	72 in	72 in	76 in	76 in
Overall Length	234 in	274 in	235.5 in	263.9 in
Overall Width w/ Mirrors	92 in	92 in	97.4 in	97.4 in



CHOOSING YOUR WHEELBASE SIZE

2023 SUBARU OUTBACK

108" in Wheelbase 191" Total Length



2023 TOYOTA TACOMA

127" in Wheelbase 212"-226" Total Length



2024 MERCEDES-BENZ SPRINTER 2500

144" in Wheelbase 234" Total Length



2024 MERCEDES-BENZ SPRINTER 2500

170" in Wheelbase 274" Total Length



2023 FORD TRANSIT 2500

148" Wheelbase 235.5" Total Length



2023 FORD TRANSIT 2500

148" Extended Wheelbase 263.9" Total Length





CHOOSING AWD VS. 2WD

THE CHOICE BETWEEN AN AWD AND 2WD VEHICLE DEPENDS ON YOUR SPECIFIC NEEDS AND THE DRIVING CONDITIONS YOU ENCOUNTER MOST FREQUENTLY.

If you plan to primarily drive on well-maintained roads, a 2WD vehicle will be suitable for your needs. If you want to visit remote campsites every weekend and use your van all winter long, an AWD might be a better fit. More than likely, you do not need AWD; we have taken 2WD vans to almost all the same places our 4x4 vans have gone, and have been completely fine. In fact, we honestly like the way 2WD vehicles drive more; it's a smoother ride all around!

2WD BENEFITS

- AVAILABILITY AND LOWER INITIAL COST. 2WD chassis vans are more readily available, especially right now. Waitlists for AWD chassis can be extremely long, especially if you are ordering custom. 2WD vehicles are usually more affordable (sometimes by close to \$20K) to purchase than their AWD counterparts. They also tend to be less expensive to maintain and repair.
- **BETTER FUEL EFFICIENCY.** 2WD vehicles are lighter because they don't have the added weight and mechanical components of the four-wheel drive system. This can contribute to better acceleration, smoother and quieter handling on paved roads, and better fuel economy than AWD vehicles Over the course of time, this adds up, especially on cross country trips.
- **SIMPLICITY.** 2WD systems are simpler and require less maintenance, which can result in lower long-term operating costs.
- WITH UPGRADED TIRES, A 2WD CAN FEEL LIKE A 4X4. We always recommend upgrading the tires on any build, especially 2WD vans. A good set of tires will help overcome obstacles and make your rig as capable as possible.

AWD BENEFITS

- IMPROVED TRACTION AND ENHANCED STABILITY. AWD vehicles provide power to all four wheels simultaneously, which can significantly improve traction, especially in off-road and adverse weather conditions like mud, snow, sand, and gravel. A AWD can also provide better stability and control in slippery or uneven terrain, reducing the likelihood of skidding or getting stuck.
- **OFF-ROAD CAPABILITY.** AWD vehicles are better equipped to handle off-road conditions, such as steep inclines, rocky trails, and deep mud. They can go where 2WD vehicles might struggle or get stuck.
- **GROUND CLEARANCE.** AWD vans give you a bit of extra ground clearance, which can be a huge help if you plan to tackle tough terrain. We always recommend adding a suspension upgrade as well, which can give you another few inches.
- **RESALE VALUE.** AWD vehicles, particularly in regions with harsh weather or significant off-road opportunities, tend to have higher resale values because they are in demand for their versatility.

WHATEVER YOU DECIDE, REMEMBER TO BE SMART ABOUT THE PLACES YOU GO AND CONSIDER YOUR VAN'S CAPABILITIES; DON'T PUT YOURSELF IN SITUATIONS WHERE YOU NEED AWD IF YOU DON'T HAVE IT.



THE MERCEDES-BENZ SPRINTER COMPARISON CHART

THIS CHART COMPARES 2024 SPRINTER HIGH-ROOF 2500 CARGO VANS ONLY





	144" Wheelbase RWD	144" Wheelbase AWD	170" Wheelbase RWD	170" Wheelbase AWD
Starting MSRP	\$53,400	\$62,900	\$56,500	\$66,000
Engine	4-Cylinder Diesel Standard Output	4-Cylinder Diesel High Output AWD	4-Cylinder Diesel Standard Output	4-Cylinder Diesel High Output AWD
Fuel Type	Diesel	Diesel	Diesel	Diesel
Drive Train	RWD	AWD	RWD	AWD
Horsepower	170 hp @ 3800 rpm	211 hp @ 3,800 rpm	170 hp @ 3,800 rpm	211 hp @ 3,800 rpm
Torque	295 lb-ft @ 1,400 -2,400 rpm	332 lb-ft @ 1,400-2,400 rpm	295 lbf -ft @ 1,400- 2,400 rpm	332 lb-ft @ 1,400-2,400 rpm
Transmission	Automatic Transmission, 9G- TRONIC	Automatic Transmission, 9G- TRONIC	Automatic Transmission, 9G- TRONIC	Automatic Transmission, 9G- TRONIC
Payload Capacity	4,134 lbs	3,781 lbs	3,814 lbs	3,450 lbs
Max Towing	5,000 lbs	5,000 lbs	5,000 lbs	5,000 lbs
Fuel Tank Capacity	24.5 gal	24.5 gal	24.5 gal	24.5 gal



THE FORD TRANSIT COMPARISON CHART

THIS CHART COMPARES 2023 FORD HIGH-ROOF 2500 CARGO VANS ONLY



	148" Wheelbase RWD	148" Extended Wheelbase RWD	148" Wheelbase Transit Trail AWD	148" Extended Wheelbase AWD
Starting MSRP	\$49,115	\$50,375	\$66,225	\$54,570
Engine	3.5L PFDi V6 Engine	3.5L PFDi V6 Engine	3.5L EcoBoost® V6 Engine	3.5L EcoBoost® V6 Engine
Fuel Type	Gas	Gas	Gas	Gas
Drive Train	RWD	RWD	AWD	AWD
Horsepower	275 hp @ 6,250 rpm	275 hp @ 6,250 rpm	310 hp @ 5,000 rpm	310 hp @ 5,000 rpm
Torque	620 lb-ft @ 4,000 rpm	620 lb-ft @ 4,000 rpm	400 lbs-ft @ 2,500 rpm	400 lbs-ft @ 2,500 rpm
Transmission	10-Speed SelectShift® Automatic Transmission	10-Speed SelectShift® Automatic Transmission	10-Speed SelectShift® Automatic Transmission	10-Speed SelectShift® Automatic Transmission
Payload Capacity	3,723 lbs	3,455	3,453	3,251
Max Towing	5,100	5,100	6,600	6,600
Fuel Tank Capacity	25 gal (31 gal optional)			



WHY DO YOU DO IT THAT WAY?

WHY DO YOU ONLY BUILD ON HIGH ROOF VANS?

The short answer is headroom. Most people cannot stand up in a low/medium roof van. Our builds are designed for comfort, and you just won't be comfortable slouching over all the time. When you are investing in an expensive build, you want something that will feel spacious and homely, not cramped. The long answer is that all our layouts are configured for high roof vans already, so re-configuring them for short roof vans is super time consuming. The angles of the walls and roof are different in the low roof vs. a high roof, so all our measurements will need to be altered, and that takes lots of design hours.

WHY DON'T YOU BUILD ON RAM PROMASTERS?

The Promaster is easily the most affordable cargo van option out there. But we have found that this comes with inherent risks. In our experience, the Promasters break down much more often than the Sprinters or Transits do. We strongly believe that the base for your home on wheels needs to be sturdy, durable, and safe. We just have not found Promasters to live up to Sprinters and Transits in this regard.

WHY DON'T YOU GET THE VANS FOR YOUR CLIENTS?

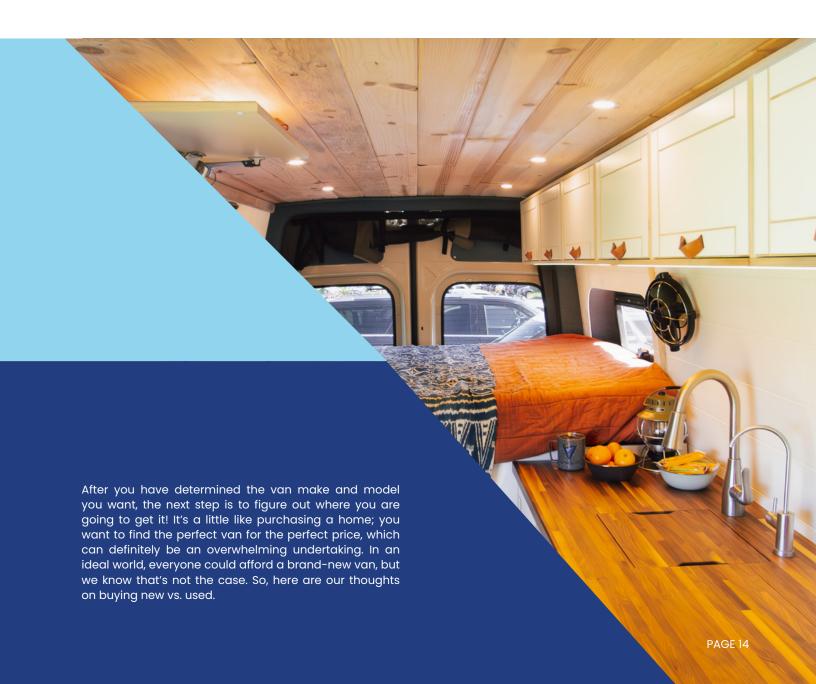
We have found that people are pretty specific when it comes to their vans. They want very particular colors, upgrades, package additions, you name it. We want to make sure people are happy with the van they have when they bring it to us. We have secured vans for customers in the past, and frankly people always had things they wanted to change. So, we like to leave it up to you so you can be sure you get the exact van of your dreams.

WHY DON'T YOU INCLUDE THE SPRINTER 170" EXTENDED VAN IN YOUR COMPARISONS?

170" extended Sprinters have the same wheelbase as the 170", but they give you an extra foot of interior space. We are not against building out 170" extended vans, but the pricing can vary since we don't have builds that are already configured for the extended Sprinter. If you are hoping to build out on a Sprinter 170" Extended Wheelbase, please reach out for a chat.



CHOOSING TO BUY NEW OR USED





CHOOSING TO BUY NEW OR USED

IF YOU HAVE THE BUDGET, WE HIGHLY RECOMMEND GOING NEW.

The benefits are obvious, including the lengthy warranties that new vehicles come with. You also get to pick your colors, your measurements, your custom van accessories, and your configurations to ensure it is perfect for your new lifestyle. By buying new, you also are ensuring your van's longevity. You do not want spend all this time and effort outfitting your new van, just to have major mechanical failures down the line. If #VanLife is the only life for you and gosh darn it you want something that's going to last you for the long haul, then buy new!

Brand-new vans also have awesome resale value. Yes, you will be paying more upfront, but we've seen some pretty great turnovers on used vans with depreciation numbers below the average for passenger vehicles. Depending on your needs and lifestyle, it may actually be more economical to buy a new(er) van and flip it if you know that your #VanLife adventure will only last a year or two. Or maybe the idea of two previous owners living and farting in your new house gives you the heebie jeebies. We don't know your life, but it's something to consider.

THERE IS ONE MAJOR AND HIGHLY OBVIOUS BENEFIT TO BUYING USED.

Money. If you know someone selling a van and can attest to the functionality of it, as well as hand over maintenance reports, then congratulations, you found yourself a sweet deal. Getting a used vehicle is not a bad thing, but remember that you are spending money on the foundation of your new home, so we want to ensure its lifespan is long enough that you get your money's worth.

When you buy a used cargo van, you have to understand you're buying a vehicle that was probably worked out of heavily. We've had vans come in with the floors smashed out, deformed walls, and warped components, even though they only have 30,000 miles on them and are two years old. Unless you buy your used van from a trusted person, you often have no idea how that van was used. Story time: We had a van come that smelled kind of bizarre. We soaped it up and scrubbed it down, but there was still this lingering smell. The new owner reached out to the previous, just to find that their Transit had previously been used to transport toxic chemicals from a fracking site. Gross.

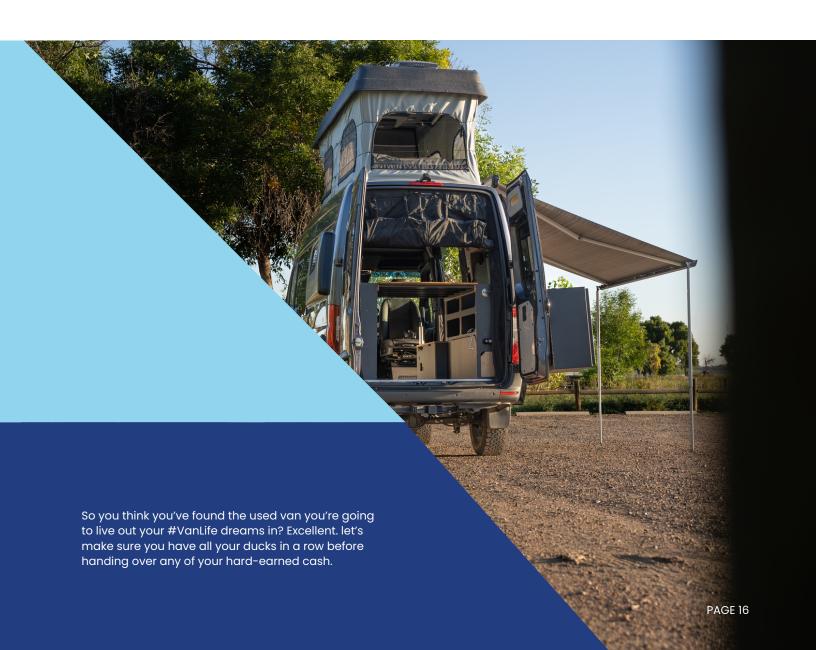
You also never know how heavily they loaded the van. Did they do some serious towing with it? Usage like this can cause undetectable damage to the powertrain, a significant and expensive component. Sure, a few dings or scratches are tolerable. Maybe you can handle the seats losing their foam, but to have an obsolete van because there is an issue under the hood or the body is just not worth it.

IT ALL COMES DOWN TO THIS; WE STRONGLY BELIEVE THAT AS LONG AS YOU HAVE DONE YOUR DUE DILIGENCE, GETTING A USED VAN IS BETTER THAN NO VAN AT ALL.



CONSIDERATIONS WHEN BUYING A USED VAN

FOR A VANSMITH BUILD





CONSIDERATIONS WHEN BUYING A USED VAN

- **GET A PROFESSIONAL MECHANIC TO LOOK AT IT.** Bonus points if they're your friend and will give it a thorough inspection. This is the most important step you can take. Since they don't have any skin in the game, they have no reason to hold back any bad news, and may even secure you as a future customer if they save you from buying a lemon.
- CHECK THE SUSPENSION. Carry out a quick suspension test by applying pressure to one corner (think jumping up and down inside the van) and seeing how quickly it bounces back. It will return to its original position quickly and smoothly if the shock absorbers are in good condition. Listen for squeaks, creaks, and cracks all of those signs are bad news and expensive to fix. Check that wear is even across the front and rear tire treads; uneven wear is a tell-tale sign of bad suspension or alignment.
- **BE WARY OF RUST.** If you can see rust on the body, there's probably way more rust underneath. Dents and scratches are okay as long as you're okay with them, but make sure the gouges don't have any exposed metal that could leave to future rusting.
- **CHECK FOR LEAKS.** To state the obvious, leaks are never a good thing. Especially if it's oil or transmission fluid. They can point to much bigger, much more expensive problems.
- CHECK THE DOORS, WINDOWS, LOCKS, LIGHTS HEATING, AND AIR CONDITIONER. Just do it. Open the doors from both sides. Make sure no weird smells come out of the air vents, which often indicates other issues.
- CHECK THE TIRES. Ensure the tires are the correct ones for the van. U.S. law requires a minimum 2/32-inch tread; however, you're going to want something well over that if you plan on taking your van anywhere exciting. Know if you can negotiate new tires into the deal or if the ones on there will work.
- **TAKE HER FOR A RIDE.** Is the steering tight? Does it leave room for a lot of play? If you let go of the steering wheel, does the vehicle stay straight? Does it make a funny noise when you accelerate or brake? Do any lights flicker on the dash, indicating important warning signs?
- ASK THE PREVIOUS OWNER WHAT IT WAS USED FOR. Sometimes a simple "Anything I should know?" is enough to start the conversation on the van's previous life. You can ask point blank what kind of work the van was used for. It's up to the seller to be honest.
- **GET THE CARFAX.** You'll be able to decide on your own whether or not its history is good to go.
- LISTEN TO YOUR GUT. If something doesn't feel right, or if you feel like you're compromising too much walk away. That voice in your head is probably pointing out a legitimate concern and it is not worth the risk. Make sure you always meet in a populated location and bring a friend for safety and backup opinions so you don't get talked into something you're uncomfortable with.
- STILL NOT SURE? Feel free to send some info on the used van you are thinking about buying to your Vansmith rep. We'll let you know if it's a lemon.



CONSIDERATIONS WHEN BUYING A NEW VAN

FOR A VANSMITH BUILD





CONSIDERATIONS WHEN BUYING A NEW MERCEDES-BENZ SPRINTER VAN

VANSMITH'S SPRINTER VAN REQUIREMENTS

We only build out on vans that meet these requirements.

- High Roof Van
- Either 144" or 170" Wheelbase
- 🛱 2500 payload, single rear wheels (dual-rear wheels have an added build cost and eat up interior space)
- 🙀 Cargo Van (Crew and Passenger vans will work but we recommend the Cargo so you can add windows wherever you'd like)
- M Omission Bulkhead
- Aux. Fuel Sending Unit

VANSMITH'S SPRINTER VAN RECOMMENDATIONS

These can be added after-market, but we recommend requesting them from the dealership.

- ▼ Stock swivel seats
- ✓ Upgraded seats
- Heated seats
- 🙀 Foam plugs
- ☑ Driver's convenience package (steering wheel with all of your controls)
- Fremium package (7-inch touch screen, 360 camera, android auto, and apple carplay)
- 🙀 Premium plus package (10-inch touch screen, 360 camera, android auto, and apple carplay)
- Mid door-stop
- Slider Door Plastic Step
- **▼** Upgraded headlights
- 9mm Baltic Birch stock flooring

 All Wheel Drive
- Spare Tire and Wheel
- Tow hitch
- Secondary Alternator (if you're planning to add off-grid AC to your build)

THE SH*T YOU DON'T NEED

Just say no! We recommend requesting that the dealership remove these if they are already installed.

- Powered seats (makes swiveling the seat a bit of a pain)
- Any type of wall package
- 💫 Electronic parking brake (personal preference but this feature can be very annoying)
- ႙ Premium wheels and tires (we can install better and more attractive wheels and tires)
- Additional rear AC unit



CONSIDERATIONS WHEN BUYING A NEW FORD TRANSIT VAN

VANSMITH'S SPRINTER VAN REQUIREMENTS

We only build out on vans that meet these requirements.

- High Roof Van
- Either 148" or 148" Extended Wheelbase
- 2500 payload, single rear wheels (dual-rear wheels have an added build cost and eat up interior space)
- CARGO Van (Crew and Passenger vans will work but we recommend the Cargo so you can add windows wherever you'd like)
- ☑ Omission Bulkhead
- Mo Rear AC option

VANSMITH'S SPRINTER VAN RECOMMENDATIONS

These can be added after-market, but we recommend requesting them from the dealership.

- **✓** Stock swivel seats
- ☑ Upfitter Package makes for an easier electrical connections and fuel port tapping
- ▼ V6 Ecoboost Engine
- All Wheel Drive
- Spare Tire and Wheel
- Tow hitch
- Secondary Alternator (if you're planning to add off-grid AC to your build)

THE SH*T YOU DON'T NEED

Just say no! We recommend requesting that the dealership remove these if they are already installed.

- Heavy Duty Scuff Plate
- Any shelving options
- Floor Covering Heavy Duty Cargo (Rear)
- Full Rear Compartment Lighting



RECOMMENDED DEALERSHIPS





MERCEDES-BENZ DEALERSHIP PARTNERS

Jim Plank Mercedes Benz of Westminster, Colorado (303) 464-6621

Bill Holloway Mercedes-Benz of Loveland, Colorado (970) 344-4206 Mark Becker Mercedes-Benz of Littleton, Colorado (303) 619-2790

Wesley Breaux Mercedes-Benz of West Houston, Texas (281) 492-5757

FORD DEALERSHIP PARTNERS

COMING SOON



GET IN TOUCH

We are always very happy to provide personalized advice if and when you need it! Are you unsure if a van would be the right fit for your conversion? Send us the spec sheet so we can look it over. We will tell you if anything looks off. Wherever you are at in your #vanlife process, we are here to support you along the way.

Let's get you rolling!

CONTACT US:



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