

# Gibson's Custom H2

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**H**ave you ever been driving down the road and you see something that catches your eye and it makes you do a double take? Then, when you do see it again, you still do not believe your eyes. That is what you will do when you see this Hummer H2. When you see this beast up close and personal, you are tripping over your jaw because it keeps dropping to the ground. Even the truck bed is not stock. Hummer did not make the truck version of the H2 till after 2004! Who was the brainchild behind this highway-driving, dune-flying concoction? He is no other than Shawn Gibson of Gibson Performance Exhaust.

Shawn Gibson needed a flagship vehicle to display what he and Gibson Performance Exhaust company represents. Plus, he needed a cool looking ride to go to work in! This Hummer would not be like everyone else's H2 that you see on the roads and in the car shows. This H2 will have nothing on it that came from the factory. Everything from the door handles to the lift will be unique to this vehicle. Where to start first?

Gibson wanted to turn this SUV into a SUT. He called upon the people of Ultra Limos in Woodland, CA to handle this part of the process. After many moons went by and the welding





sparks stopped raining, the H2 had a whole new profile. A five and a half foot long truck bed was added to the back. To do this, Ultra Limos had to add twenty inches in front of the rear axle and fourteen inches behind the rear axle to evenly distribute the weight and the truck's new center of gravity. What was next on the list?

Gibson took the now SUT to ST Trucks in Riverside, CA to take care of the height problem. The guys at ST Trucks did their magic. They put on the heavy-duty gear knowing that Gibson was going to abuse the truck in the sand. Fabtech lift spindles with upper and lower Uniballs, sixteen-inch triple bypass Sway-A-Way shocks, Heim center-link steering, a massive sway bar and Eibach racing springs. After everything was all said and done, ST Trucks built a tough suspension that gave the H2 nineteen inches of travel in the front and twenty inches in the rear. Mounted on twenty-inch rims, you would need a ladder to get into it. Once you do, you will never want to leave.

The interior is also amazing. With the help of 714 Motorsports, the seats were turned into black leather buckets with red ostrich and suede flame inserts. For your listening and viewing pleasures, an Alpine deck is just the beginning. Two Audiobahn amps power two twelve-inch Audiobahn subs that get your heart pumping. Video monitors are set into both of the headrests so you can watch those movies on the long road to Glamis.

Gibson is proud of his work of art. He is just glad it is done. After two years of waiting and all that anticipation, he finally has a flagship that shows what him and his company is all about. When you see Gibson and his new Hummer H2 coming down the street, do not be scared. Just make sure you pick up your jaw before you trip over it. Speaking of trips, make sure on your next one, you look for us over the next dune.

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