

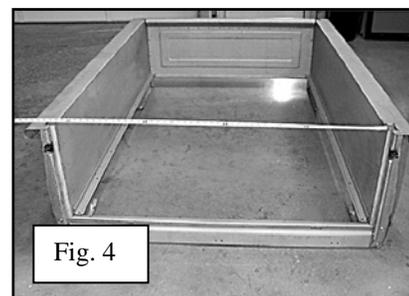
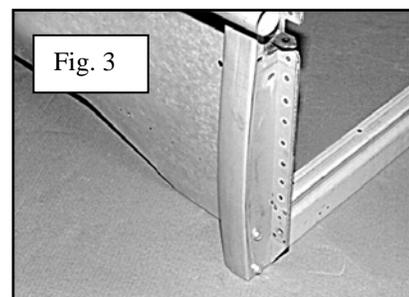
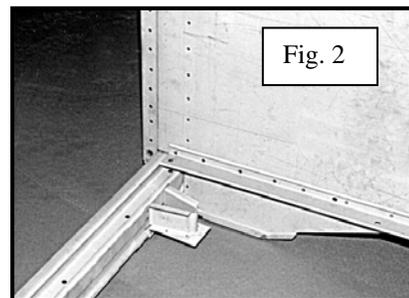
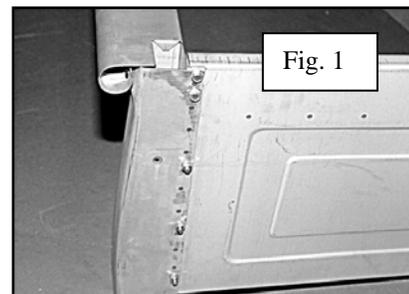
MAR-K

RESTORATION AND CUSTOM PICKUP PARTS

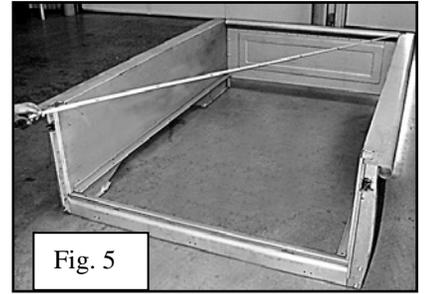
BED PARTS ASSEMBLY GUIDE 54-55 1ST SERIES GM ¾ ton LONG STEPSIDE

If you have not yet disassembled your original bed, make notes or sketches and take pictures of part locations to aid in the assembly procedure. Use the following steps to assemble the entire bed to test fit all parts.

1. Begin with one bedside and the front bed panel. Bolt these together using (5) 5/16"-18 x 3/4" indented hex head screws, (3) lock washers, and (3) nuts. (Two of these bolts thread into a plate welded into the curl area of the front bed panel.) See fig. 1.
2. Finish bolting the front bed panel to the other bedside with (5) 5/16"-18 x 3/4" indented hex head screws, (3) lock washers, and (3) nuts.
3. Fit the rear cross sill inside the lower portion of the bedside rear stake pockets with the open side of the rear cross sill facing downward. The large mounting brackets should be facing the front bed panel. See fig. 2.
4. Using (10) 5/16"-18 x 3/4" indented hex washer head bolts, nuts, and lock washers, bolt the rear cross sill to the stake pockets.
5. Once these four pieces of the bed are assembled, make sure your bed is square. Measure the bed width at the top and bottom of bedsides to ensure that the bedsides are straight up and down and are 50" apart.

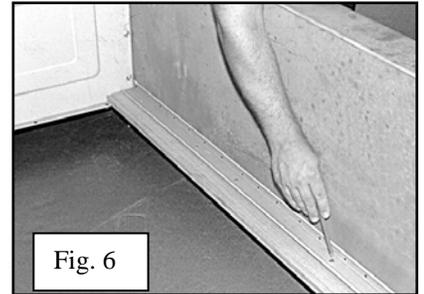


6. Measure crosswise from the front to opposite rear of the bed on both sides. See fig. 5. These measurements should be within 1/16" from each other to ensure the bed is square. Now tighten all bolts.



7. Place the assembly on supports horizontally to gain access to both the top and bottom of the floor area.

8. Place the wood boards that have only one bed strip groove (referred to as "edge boards") under the angle strips on the bedside. See fig. 6. The non-grooved edge should be towards the bedside. Leave approximately a 1/16" gap between the bedside and the board.

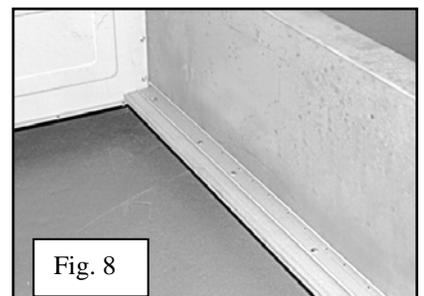


9. Mark all holes to be drilled through the angle strips. See fig. 6.

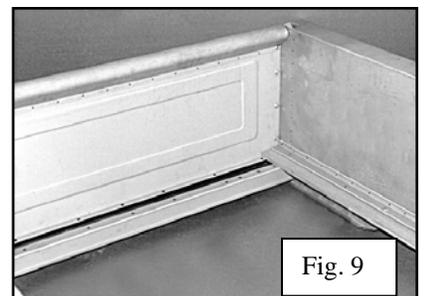
10. Remove these two boards and drill all holes marked using a 3/8" wood bit. Be careful not to splinter the other side of the board when drilling. Placing a wood block behind the board where drilling will help prevent this. See fig. 7.



11. Install the edge boards underneath the angle strips as in step #8. Place 5/16"-18 x 1-1/2" carriage bolts through the angle strips through the boards. Leave off the lock washer and nut for now.

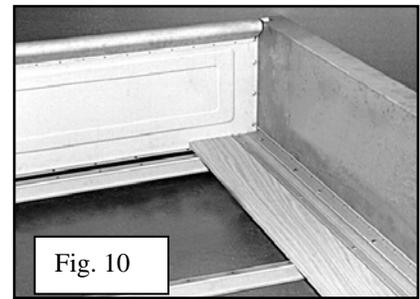


12. Attach the cross sills to the 5/16" angle strip bolts approximately **2-1/2"**, **14-5/16"**, **26"**, and **64-3/8"** from the front bed panel. The cross sills should be installed so that when the bed is installed on the frame the cross sills should be open to the ground. See fig. 9. *If using Mar-K's bed wood with hidden mounting holes, refer to instructions supplied with the wood for correct installation of the cross sills, bed-to-frame hardware and mounting hole boards.*



13. Place the next board into position on both left and right hand sides leaving approximately a 1/2" gap between the boards. *If using MAR-K's bed wood with hidden mounting holes, refer to instructions supplied with the wood for correct installation of the cross sills, bed-to-frame hardware and mounting hole boards.*

14. Install a bed strip between these boards. The front of the bed strip is the end with two holes closest together. The second, third, fourth, and seventh bed strip holes should line up with the cross sills. See fig.10. *If using MAR-K's custom bed strips with hidden fasteners, follow the instructions supplied with the bed strips for correct installation.*



15. Loosely install the 1/4"-20 x 1-1/4" carriage bolts, lock washers, and nuts into the strips, cross sills, front bed panel, and rear cross sill.

Note: The next step is to drill and countersink the locations for the bed-to-frame bolts and offset washers that sit on the top of the wood surface. If wood was purchased with the standard bed-to-frame holes pre-drilled, skip to step #27. If wood was purchased with hidden mounting holes, refer to instructions that are supplied with the wood kit. If wood was purchased without holes, the following steps will direct you through this process.

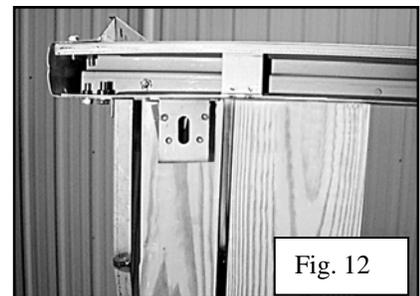


16. The first cross sill at the front is the first bed-to-frame hole location. Mark the bottom of the second board from each side through the 1/2" diameter cross sill holes that are **33-3/4"** apart from center of hole to center of hole. If Mar-K cross sills were purchased, these holes will be 0.400" square. See fig. 11.

17. The second bed-to-frame bolt location is in the third cross sill counting back from the front bed panel. Mark the bottom of the wood boards through the 1/2" diameter cross sill holes that are **33-3/4"** apart. The second cross sill does not have a bed-to-frame bolt.

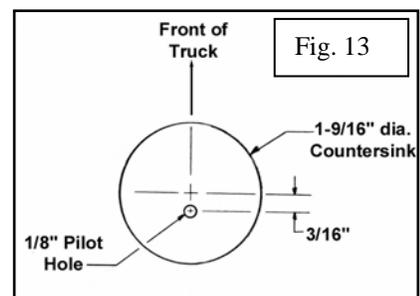
18. The third bed-to-frame location is in the fourth cross sill back from the front. Mark the bottom of the wood boards through the 1/2" diameter holes that are **33-3/4"** apart.

19. The fourth bed-to-frame bolt location does not pass through a cross sill. There are two brackets attached to the rear cross sill. These large brackets should fit flush to the bottom of the wood boards.



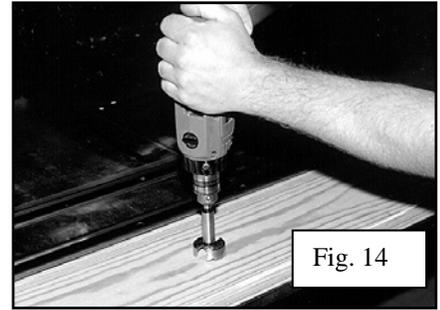
20. Mark the bottom of the wood boards through the big brackets. The spacing of the bracket holes in reference to each other should be **33-3/4"** apart. These marks should be **85-5/8"** from the front of the wood boards.

21. Make reference as to which end of the boards is at the front of the bed. Remove these boards and bed strips. The bottom side of these boards should now have 1/2" diameter holes marked on them. Drill a 1/8" diameter hole through the center of these marks completely through the boards.

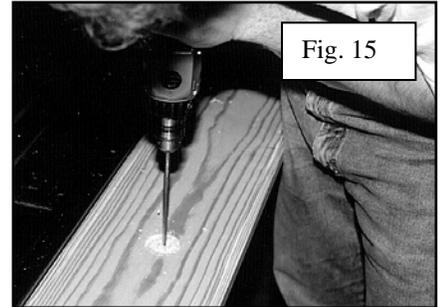


22. On the top surface of the boards, measure towards the front of each board 3/16" from each pilot hole and mark the boards for the countersink. See fig. 13.

23. Using a 1-9/16" diameter Forstner bit with a 3/8" shank, a drill press if available, or a hand drill, counter-sink each location approximately 1/8" to 5/32" deep in the top surface. See fig. 14.

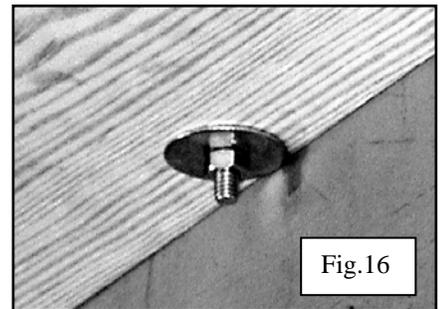


24. From the top surface, drill through the 1/8" pilot holes with a 1/2" drill bit to complete the bed-to-frame holes. See fig. 15.

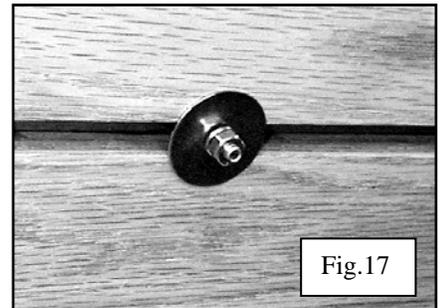


25. Re-install these two boards and strips. Make sure that the bed-to-frame holes in the wood line up with the cross sill holes.

26. Where there is not a cross sill attached to the angle strip bolts, install a 1-1/2" outside diameter flat washer with a 5/16" diameter hole on the bottom of the wood surface before installing lock washer and nut hand tight. See fig. 16.



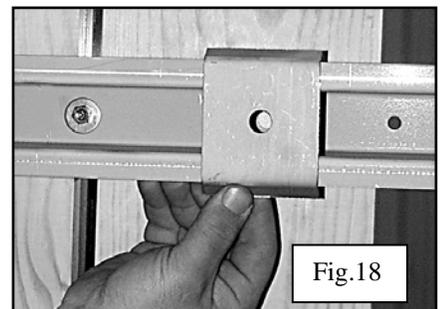
27. Where there is not a cross sill under the bed strip hole, install a 1-1/2" outside diameter washer with a 1/4" diameter hole before installing lock washer and nut. See fig. 17.



28. Continue installing boards and strips from both sides working towards the center. Remember not to tighten down any bolts completely to leave room for adjustment of boards and or strips from side to side.

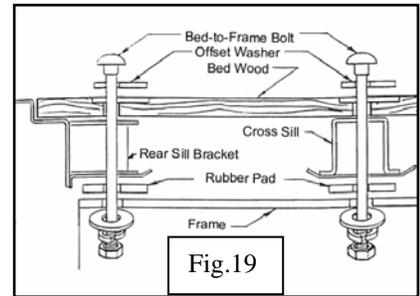
29. After the spacing between the bed strips and wood boards has been adjusted, tighten all bed strip and angle strip bolts. Be careful not to over-tighten the bolts or damaged to bed strips or broken bolts may be the result.

30. Before placing the bed on the truck frame, you may wish to tack weld the cross sill brackets in place. These brackets attach to the bottom of the cross sill in line with the bed-to-frame locations in the bed wood and cross sills. See fig. 18. Remember that the second cross sill from the front did not have a bed-to-frame mounting bolt.

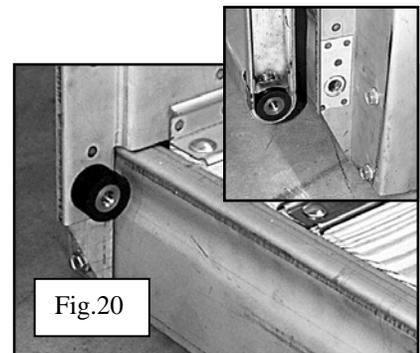


31. Locate the cross sill bracket on this cross sill where it comes in contact with the truck frame.

32. Install the bed assembly to the truck frame. This will enable you to check the alignment of the bed-to-frame locations. The bed should rest on rubber pads between the cross sill brackets and the frame. See fig. 19. Insert the 3/8"-16 bed-to-frame bolts through the offset washers, bed wood, cross sills, rubber pads, and the frame. The front two bed-to-frame bolts are 10" long. All others are 4" long. Install the flat washers, lock washers, and nuts.



33. Attach one hinge trunnion onto the left-hand bedside rear stake pocket. Install second hinge trunnion into opposite tailgate end pivot area. Mount tailgate on first trunnion and line up second trunnion to bedside hole in right hand stake pocket. Install mounting bolt into right hand trunnion. See fig. 20



34. Install tailgate chain eyebolts into stake pockets. This model has a left and right tailgate chain assembly. See fig. 21.



35. Now that you are familiar with the assembly of your bed, remove the bed from the frame and disassemble the unit.

36. Prepare all parts for painting and finishing.



FACTS ABOUT OUR PARTS

Stainless Steel: Bed strips, angle strips, and stainless mouldings are made of type 430 or 434 bright stainless steel, selected because of its color. It is a magnetic grade of stainless formulated for automotive stainless steel trim. When it is polished and buffed, its bright color looks similar to chrome plating. Stainless hardware items such as bolts, nuts, tailgate chain parts, and bed-to-frame washers are made of nonmagnetic stainless selected for superior resistance to rust and corrosion.

Care of Stainless / Rusting: With proper care, stainless steel will remain bright and smooth for long periods of time. It may be cleaned with liquid polish intended for stainless or chrome. DO NOT use steel wool, a steel wire brush, or a buffing wheel which has been used on steel or other metals. Bright stainless parts should be coated with a good nonabrasive wax for maximum protection. Stainless steel will rust or corrode under certain conditions, especially when contaminants such as salt water, battery acid, or steel particles and moisture are present. Frequent washing and waxing are a great protection against damage to stainless steel surfaces.

Electro-galvanized Steel: Many of the sheet metal parts MAR-K manufactures are made of electro-galvanized steel. This means the metal is electroplated with a thin layer of zinc by the steel manufacturer. There are several reasons for selecting this steel for our product.

1. Electro-galvanized steel is clean and dry.
2. The zinc protects our parts from rusting during our processing and while on the shelf.
3. After the parts are painted, the zinc under the paint helps prevent loss of paint adhesion or rusting if the paint surface is scratched or damaged.

Preparing Parts for Painting: The objectives of painting a part are to protect the metal and to provide a beautiful colored surface. No matter how beautiful the paint, if it doesn't stick to the surface, it will not be satisfactory. Excellent paint adhesion to a metal surface depends mainly on two things, the quality and characteristics of the primer used, and how well the surface is cleaned and prepared for painting. Prepare the surface as follows to help the paint have the best adhesion possible.

Steps for Excellent Paint Adhesion on MAR-K parts

The following steps are a general guideline to obtain excellent paint adhesion to your new parts

1. Select the primer product with the best adhesion properties within the paint system you are using. Products such as PPG "DPLF Epoxy Primer", Sherwin Williams G.B.P. Etching Filler or Etching Primer, and DuPont Variprime 615S/625S Self-Etching Primer will provide excellent adhesion to MAR-K metal parts that have been properly prepared for painting.

2. Wipe the part with solvent such as PPG DX330 Wax and Grease Remover, Sherwin Williams R7K156 Solvent Cleaner, or DuPont 3919S Prep-Sol to remove grease and lubricants from the manufacturing process.
3. Scrub all surfaces of the part with mild detergent in hot water. Rinse well and wipe dry with a clean dry cloth.
4. Wipe the part again with solvent as in step 2 above. The surface must be absolutely clean before sanding to prevent the sanding process from spreading the contaminants or imbedding them into the surface.
5. Scuff sand all areas to be painted using progressively finer grit to about 240 grit paper. Do not try to completely remove or sand through the zinc plating, but the complete part must be thoroughly sanded for best paint adhesion. Use a "DA" sander for broad flat areas and hand sanding for areas that can't be reached with the power sander.
6. Wash and rinse away all sanding residue. Use compressed air to blow the rinse water out of all seams and dry the parts with a clean towel. If the rinse water beads up anywhere on the surface, it is not clean and the solvent wipe and water washing steps must be repeated and additional sanding may be required in that area.
7. Wipe with solvent such as PPG DX330, Sherwin Williams R7K158, or DuPont 3901S to remove any traces of contaminants or sanding residue. Wipe the surface dry with a clean cloth. Do not allow the solvent to evaporate dry on the surface. Wet it again if it should evaporate dry.
8. The parts should be ready for prime painting. PPG recommends a final wipe with a clean damp cloth to remove any residue left from evaporation of the solvent. A quick wipe with a tack rag right before priming helps remove any remaining dust.
9. Immediately after cleaning and drying the parts as above, apply the primer according to the manufacturer's instructions for the products you are using. The recommended drying time between coats is especially important.

Some other helpful hints for a successful paint job.

1. Be sure to use fresh paint products that are top quality from a reputable manufacturer. Do not try to economize by using inferior or leftover paint materials.
2. Select all the products for a paint job from a single manufacturer and do not mix different systems within a brand of paint. Use only products that are intended to be used together.
3. Do not use the same air hoses on your paint gun that are also used with air tools such as sanders and air wrenches. Oil in the air tools will find its way into the hose and be a source of contamination for the paint. New hoses contain oils and other contaminants and should be cleaned before use on a paint gun.
4. Wear clean latex or nitrile gloves to prevent fingerprint oils from contaminating the surfaces of your cleaned parts.
5. Plan to prime the parts immediately after cleaning and sanding to prevent any bare steel areas from developing surface rust or the parts from becoming contaminated again.
6. Obtain a technical data sheet for each product being used and read and follow the instructions. The manufacturer's data sheet will provide specific instructions that apply to the product being used. These are available on-line or from your paint supplier.

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