



## **BED PARTS ASSEMBLY GUIDE 58-59 GM LONG FLEETSIDE**

If you have not yet disassembled your original bed, make notes and 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 the front bed panel to the inside of the bedside flange with (5) 5/16"-18 x 3/4" indented hex washer head bolts, (3) 5/16" lock washers and (3) 5/16" nuts. Two of the 5/16" indented hex head screw thread into a plate welded in the curl area of the front bed panel.
2. Finish bolting the front bed panel to the other bedside in the same manner.
3. Fit the rear cross sill into the rear stake pockets that are part of the bed sides. The large brackets of the rear cross sill should be facing toward the front bed panel and the open side of the rear sill should be facing toward the ground.
4. Bolt the rear sill in place using (8) 5/16"-18 x 3/4" indented hex washer head bolts, with lockwashers and nuts as needed.
5. Once the four pieces of the bed are assembled, make sure the bed is square. Measure from the front of one bedside to the rear of other bedside in a crosswise pattern. Do this in both directions. These measurements should be within 1/16" of each other.
6. Measure the bed width at the top and bottom of the bed sides to ensure that they are straight up and down and are 72" apart on the inside where the wood attaches to the bed sides. Now tighten all bolts.
7. Place the assembly horizontally on supports such as sawhorses to gain access to both the top and bottom of the floor area.
8. Re-install wheel houses if removed. The bottom flange of the wheel house sits on top of the bedside lower flange. The wheel house is attached to the bedside with 5/16"-18 x 3/4" indented hex washer head bolts as needed.

**Note:** The following sequence of steps #9 through #18 are for locating and drilling of all holes needed in the boards that attach to the bedsides and the wheel houses. All bolt holes should be drilled in the boards before any finish is applied. Use care to prevent the bare boards from getting dirty or greasy. Be sure the work surfaces are clean and free of oil, and wear clean cotton gloves when handling the unfinished boards. Bolt holes will be located by test assembling the bed and using the metal bed parts as a guide for marking the hole locations.

9. Install the long boards that measure 4-15/16" wide under the bedside wheel house flange.
10. Install the short boards that measure 4-15/16" wide under the lower wheel house flange in front and behind the wheel house. The front boards, 28" long, rest on the front bed panel lower flange. The rear boards, 31-3/8" long, rest on the rear cross sill ledge. You may need a helper to hold these short boards in place until the short bed strips are installed and temporarily bolted to the wheel house flange.
11. Place the short bed strips between the short boards and the long boards to ensure the correct spacing and position. The front bed strip is 28" long and has two holes close together at the front bed panel. The opposite end goes toward the wheel house and slides under the wheel house flange but on top of the boards. The rear bed strip is 31-3/8" long. The end that has a hole 1/2" from the end slides under the wheel house. *If using MAR-K's custom bed strips with hidden fasteners, follow the instructions supplied with the bed strips for correct installation.*
12. Install 1/4"-20 x 1-1/4" carriage bolts through the wheel house flange and through the short bed strips where the bed strips slide under the wheel house flange. These bolts will pass between the short edge board and the long board. Use a 1-1/2" outside diameter flat washer and 1/4" nut temporarily under the boards to hold the wood boards and short bed strips to the wheel house flange.
13. Install the short boards, with only one side grooved, under the lower bedside flange in front and behind the wheel house. The non-grooved edge goes under the bed side flange. These boards measure 4-7/16" wide. The front boards, 28" long, rest on the front bed panel lower flange. The rear boards, 31-3/8" long, rest on the rear cross sill ledge. These boards will have the rear outer corner notched out 2" x 2-1/2" to clear the rear stake pocket. You may need a helper to hold these short boards in place until the short bed strips are installed and temporarily bolted to the wheel house flange.
14. Place the short bed strips between the short boards as in step 11 to ensure the correct spacing and position. The front bed strip is 28" long and has two holes close together at the front bed panel. The opposite end goes toward the wheel house and slides under the wheel house flange but on top of the boards. The rear bed strip is 31-3/8" long. The end that has a hole 1/2" from the end slides under the wheel house.
15. Install a 1/4"-20 x 1-1/4" carriage bolt through the rear bed strips to the rear cross sill and a 1/4"-20 x 1-1/4" carriage bolt through the front bed strips to the front bed panel lower flange. Allow about 1/16" gaps between the bed strips and the bed wood grooves and hand tighten bolts just enough to hold the boards in position.
16. Mark the bedside flange hole locations on the short edge boards. Be sure the edge boards are in the correct position and they do not move as you mark the holes. The outer ungrooved edge of the short boards should be about 1/8" inboard from the outside vertical surface of the inner bedside. Use a pencil to trace the square bolt holes in the bedside flange on to the top surface of the edge boards.

17. Mark the wheel house flange hole locations on the two long boards. Again use a pencil to trace the holes in the wheel house flange on to the board surface. There will be 5 holes marked on each of these boards.
18. Remove the long and short boards and drill all the holes with a 3/8" drill. Be sure to drill exactly in the center of each square marked in steps 16 and 17 above. Remove splinters and sand down the rough edges around the holes. Minimize splintering by clamping a scrap piece of wood under the board and drilling through the board into the scrap wood. The second short board inward from the bed sides will not get drilled.
19. Install the outer short edge boards and cross sills. All the cross sills in front of the wheel house must be positioned so the holes punched in the side of the cross sills face toward the rear of the truck. All cross sills placed behind the wheel house must be positioned so the holes punched on the side face towards the front of the truck. The reinforcement strips are similar to the cross sills only smaller and attach between the wheel houses. Use 5/16"-18 x 1 1/2" carriage bolts to connect them to the bedside flanges. The bolts pass through the bedside flanges and the holes in the short boards that were drilled in step 18. Cross sills near the front of the bed are located at **1-3/4", 15", and 27-3/8"** back from the front of the bed, lining up with the second, third, and fourth bed strip holes respectively. The fourth and fifth cross sills are located at **66-3/16" and 79-1/8"** which are in line with the seventh and eighth bed strip holes. Mount the cross sills under the boards. They are held in place by the bolts at the bedside flange. Do not tighten the bolts yet, as adjustments may be needed.
20. Install the long boards using 5/16" carriage bolts at the five bolt locations drilled in each board. Mount the reinforcement strips to the fifth and sixth bed strip holes from the front. These are similar to the cross sills only smaller and 49-7/8" long. These can only be mounted after the long boards are installed next to the wheel house. Three of these five bolts use a 1-1/2" flat washer under the wood. Also reinstall the second short board on each side and the short pieces of bed strips and bolts as in steps 11 through 14 above. Be sure to allow 1/16" gap between the bed wood groove and the bed strip on each side of the bed strip

**Note:** The following steps #21 through #29 are a guide for locating and drilling the wood boards for the bed-to-frame bolt locations. Cross sills have the holes in them for the bed to frame bolts. When the complete assembly is together and fitted to your satisfaction, you can locate the bolt holes in the wood from the underside of the cross sills by marking the wood through the bolt holes in the cross sills. If your wood was purchased with these holes pre-drilled, then skip to step #31 and proceed with finishing the bed wood. If not, steps #21 through #29 will direct you through the process of locating and drilling bed to frame mounting holes.

21. Install all remaining boards and bed strips. Be sure everything is square and the gaps are all the same. Hand tighten the bed strip carriage bolts to secure the wood in position for marking the hole locations.
22. Mark the bed to frame holes onto the bottom of the boards by tracing the cross sill holes with a pencil. All cross sills have the hole spacing set at 31-3/4" apart.
23. The rear cross sill has elongated holes in the mounting brackets. Trace the outline of the elongated holes on to the bottom of the boards with a pencil. The spacing of these holes is 31-3/4" apart. These holes will be drilled 93-11/16" back from the front edge of the wood and centered in the elongated hole marked. Make this 93-11/16" measurement after the boards are removed from the assembly for drilling.

24. Remove these two 6-15/16" wide boards which will be drilled for the mounting holes. Make reference as to which end of the board was at the front bed panel. There should be six hole locations marked on the bottom of each board. Measure back 93-11/16" from the front of the boards to locate the center of the rear sill mounting hole. It will fall inside the outline of the rear sill bracket hole marked in step 23 above.
25. Double check the measurements on the truck frame and compare to the hole locations marked before drilling. They must be precisely matched for correct fit.
26. Drill a 1/8" pilot hole completely through the boards in the center of each of the marked bolt locations.
27. Turn the boards over and measure forward from each of the 1/8" pilot holes exactly 3/16" towards the front of the board (refer to step 22.) and make a mark on the top side of the boards.
28. Using a 1-9/16" Forstner bit, countersink each bed-to-frame location 1/8" deep centered on each of the twelve marks from step 27. Use a drill press for best results. This offset hole is for the 1-1/2" offset washer supplied in the bed bolt kit. The offset washer keeps the bolt from turning.
29. To finish this procedure, drill a 1/2" hole through the boards using the 1/8" pilot holes drilled in step 26 as a guide. Be sure the 1/2" drill is centered through the 1/8" pilot hole drilled previously in step 26, not the centering mark made by the 1-9/16" Forstner bit. Use care to prevent the drill from walking away from the 1/8" pilot hole. Take precautions to prevent splintering as the drill breaks through the board.
30. Reinstall the mounting hole boards and the bed strips. Be sure the mounting holes drilled line up exactly with the corresponding holes in the cross sills when the boards are in position. Minor adjustments to the drilled holes may be made at this time with a rat tail file.
31. If this is the final assembly, the boards should be finished with the coating of your choice at this time. Remove all boards and finish all surfaces including the ends of the boards and inside of the holes.
32. Install the front and rear bedside fender braces. These bolt to the first cross sill in front and behind the wheel tub and to the lower edge of the bedsides. Bolt fender braces to the cross sill and bedsides using 5/16" bolts. The front brace mounts to the lower hole in the cross sill and the rear brace mounts to the upper hole in the cross sill.
33. Install the wiring harness into the rear cross sill and up through the rear stake pockets on the bedsides. **(Hint:)** To pull the wiring harness up through the stake pockets, feed a wire such as a coat hanger wire down through the taillight opening and through the rear sill wiring hole. Attach the wire to the taillight and back-up light wiring harness and pull it back up to the tail light opening. Use care to prevent damage to the wire harness insulation.
34. Connect the taillight wiring and back-up light, if equipped, to their sockets. Bolt the bezels to the bedsides. Replace the bulbs and the lenses.
35. Place the completed bed assembly back onto the truck frame. Bolt the bed down using the bed-to-frame bolts supplied in the bolt kit.
36. Connect the main wiring harness junction and test the lights.

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## 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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