MAR-K

RESTORATION AND CUSTOM PICKUP PARTS

67-72 GM SHORT FLEETSIDE STEEL FLOOR TO WOOD FLOOR CONVERSION

PART LIST: REQUIRED FOR CONVERSION

QTY	DESCRIPTION
1 Set	Bed Strips
1 Set	Bed Wood
1 Each	Bed Bolt Kit
1 Each	Wood Floor Rear Cross Sill
3 (Short Bed)	Cross Sills
1 Each	Reinforcement Strip - 72”
1 Each	Reinforcement Strip - 49 1/2”
1 Single Exhaust	Exhaust Heat Shield
2 Dual Exhaust	Exhaust Heat Shield
1 Each Wood Floor	Front Bed Panel or Adaptor Flange

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DISASSEMBLY STEPS

1. Disconnect the main wiring junction between the rear of the frame and the body.

2. Disconnect any ground straps or license light wiring connected from body to frame or bumper.

3. Remove the (8) large carriage bolts that attach the bed to the frame of the truck.

4. Using a engine hoist or other suitable lifting device, a load leveler, and chains or straps, remove the bed. See figure 1. Place a blanket between the bed and cab to prevent scratching or denting either piece.

5. Support the bed assembly so that the top and bottom of the bed floor area can be reached. See figure 2.

6. Remove taillight lenses, back-up light lenses, and side marker lights from both bed sides. See figure 3.

7. Remove the screws attaching the taillight sockets to the bed sides and release the socket from the harness. There is a rubber sleeve that covers this connection. Pull back the sleeve and release the plastic clips. See figure 4.

8. Remove the screws attaching the back-up light sockets to the bed sides. Pull the socket out of the bed side and disconnect the single wire from the harness.

9. Remove the ground screws attaching the side marker wiring to the bed side. Feed all wiring down through bed side and out of the rear cross sill. The wiring may be reused, but the rear cross sill will not.

10. Remove the tack welds where the bed floor and rear cross sill assembly meet the rear stake pocket on the bed side. See figure 5. This can be done with a small die grinder, angle grinder, or cutting wheel. Be careful not to grind away part of the bed side stake pocket. Let the floor take most of the grinding since it will be replaced with the wood floor.

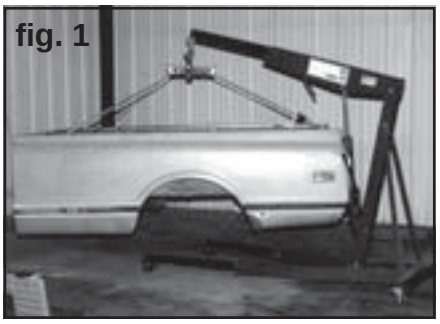


fig. 1

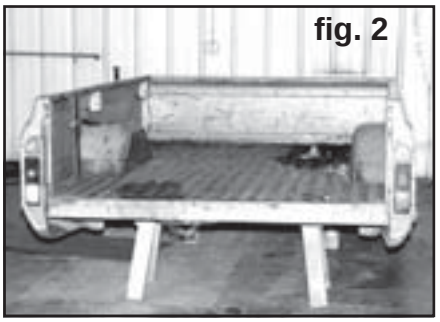
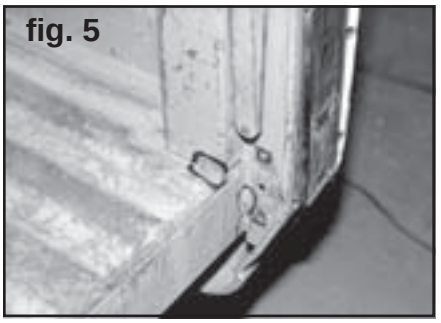


fig. 2


fig. 3


fig. 4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11. Remove (8) bolts connecting the rear cross sill to the bed side stake pockets.

12. Remove the lower fender brace running from the cross sill to the bed side at front of the wheel opening.

13. Remove the rear splash apron bolted to the cross sill and bed side at the rear of the wheel opening.

14. Remove all carriage bolts attaching the bed side and wheel tub to the steel floor.

Hint: To remove carriage bolts that turn in their square holes, use a high speed 3" diameter cutting wheel to make screw driver slots in the head of the bolts. See figure 6. Place a large flat-blade screw driver in these slots and an adjustable wrench on the blade of the screw driver to keep from turning. See figure 7.

15. Remove (3) hex bolts and (2) phillips bolts from the front bed panel to bed side. Remove the bed side and wheel tub as a unit. Make sure the bed assembly will not flip over when removing the weight of the bed side.

16. Remove the front panel carriage bolts attached to the steel floor. Remove the remaining bolts from front panel to the other bed side and remove the front panel.

17. Remove the other bed side and wheel tub as in steps 12 through 14.

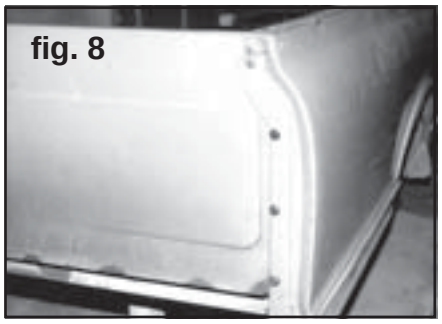
Disassembly is complete! See figure 10.

Note: The front bed panel may be modified to fit the wood floor. An adapter flange with instructions is available from **MAR-K** to modify the front bed panel. If the original steel floor front bed panel is rusty or damaged beyond repair, a new wood floor front bed panel is available from **MAR-K**. The steel floor assembly will not be reused for the wood floor installation.

Note: Before doing any paint refinishing or applying a finish to the wood boards, assemble the complete bed. This will include the bed sides, wheel tubs, front bed panel, rear cross sill, cross sills, wood, strips, and hardware. This assembly procedure will enable you to test fit all pieces and drill necessary holes into the wood boards before finishing the parts. The following steps will guide you through the assembly procedure.


fig. 6


fig. 7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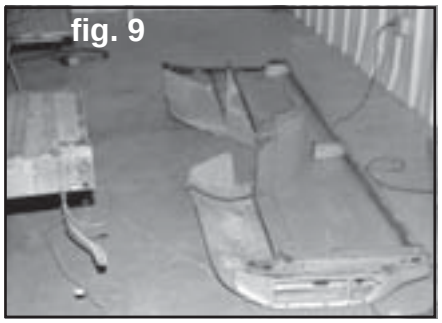
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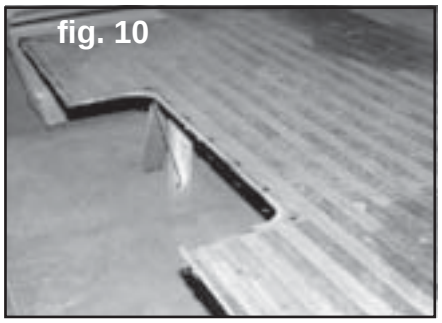


fig. 10

ASSEMBLY STEPS

1. Bolt the modified steel floor front bed panel or new wood floor front bed panel to both bed sides. See figure 11.

2. Bolt the new wood floor rear cross sill to both bed sides. See figure 12.

3. Measure the assembly for squareness. Make sure bed sides are straight up and down and approximately 72" apart at floor level. Now hand tighten all bolts. Measure from the front of one bed side to the rear of other bed side in a crosswise pattern to ensure that the bed is square. These measurements should be within 1/16" from each other.

4. Reinstall wheel tubs if removed. The bottom lip of the wheel tub sits on top of the bed side lip. See figure 13. Hand tighten bolts.

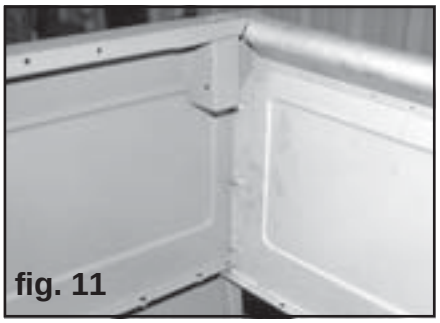
5. Install the short wood boards under lip on bed sides in front and behind wheel tubs. The front board will rest on the front bed panel lower flange. The rear board will rest on the rear cross sill ledge.

6. Install the long boards with wheel tub cut-out under the wheel tubs.

7. Install the short bedstrips between these boards to ensure the right spacing. The bed strips will slide under the wheel tubs but on top of the boards. See figure 14. The bed strip hole pattern is similar to the bed side lower lip, meaning that they have a front and a rear.

8. Install a 5/16" carriage bolt through the wheel tub and through the bed strip. Use a 1-1/2" outside diameter flat washer and 5/16" nut to hold the short wood boards to the wheel tub.

9. Install a 1/4" carriage bolt through the rear bed strip to the rear cross sill and a 5/16" carriage bolt through the front bed strip to the front bed panel. Minimize the gaps between the bed strip and the bed wood grooves and hand tighten bolts. See figure 15.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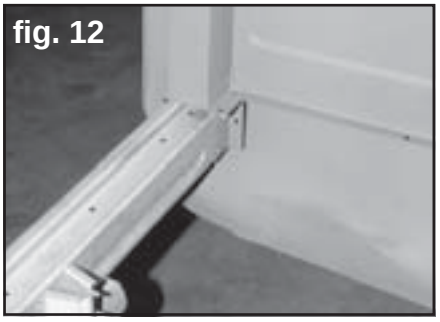
fig. 12


fig. 13

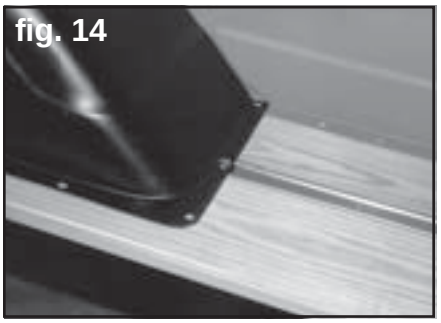
fig. 14


fig. 15

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10. Mark the hole locations through the bed side lower lip and the wheel tub lower lip onto the wood boards. See figure 16.

11. Remove these boards and drill these holes with a 3/8" wood bit. See figure 17.

12. Replace the boards and install 5/16" carriage bolts through the bed side lip and the wheel tub lip through the boards. See figure 18. Leave the lock washers and nuts off of these bolts for now. Also reinstall the bolts at the end of the short strips with lock washers and nuts.

13. Attach the cross sills to these bolts from the bed side lower flanges and the short bed strips. See figure 19. The first cross sill connects to the second bed strip hole that is **3-1/2** inches back from the front of the bed. The second cross sill connects to the third bed strip hole that is **14-3/4** inches back from the front. The third cross sill attaches to the bed strip hole **60-1/2** inches from the front of the bed, which coincides with the rear of the wheel well. There are two smaller cross members located at the front or beginning of the wheel well and at **48-1/8** inches from the front of the bed. One reinforcement strip is 72” and one is 49-1/2”. Attach these reinforcement strips to the bolts from the bed sides and the wheel well. Mount the 72” at the front of the wheel well and the 49-1/2” reinforcement strip at **48-1/8** inches.


fig. 16

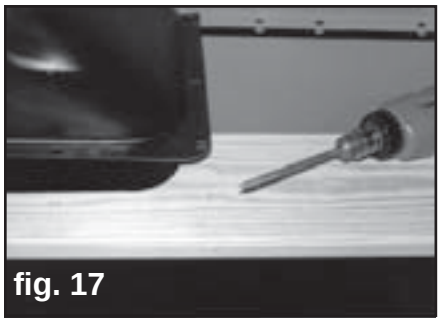
fig. 17

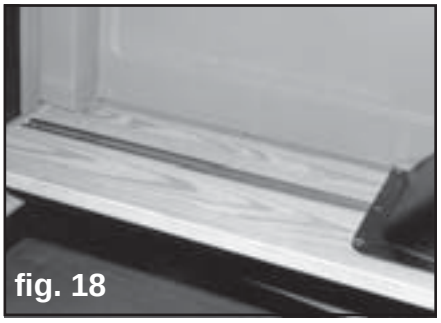
fig. 18


fig. 19


fig. 20

Note: The cross sill directly behind the wheel opening will be positioned 1-1/4" forward when compared to the steel floor location. Install the lock washer and nut hand tight to hold the sills in place. For areas where there is not a cross sill, install a large 1-1/2" outside diameter washer before lock washer and nut.

The next step is to install the boards with the bed-to-frame bolt locations on each side. If the wood was purchased with these holes pre-drilled, skip to step 24.

14. Install the next board and bed strip on each side. Hand tighten the carriage bolts.

15. Measure the spacing between the bed-to-frame bolt locations from the steel floor from side to side.

Note: The second pair of bed-to-frame holes back from the front of the bed are farther apart than the rest. Their measurement is **37-3/4"** apart, whereas the rest are **31-3/4"** apart. Also take reference as to which support sills have the bed-to-frame bolts going through them.

16. Taking reference to the dimensions from step 15, mark through the 1/2" diameter holes in the cross sills onto the bottom of the wood boards. See figure 20. There may be more than one pair of 1/2" diameter holes supplied in the sill, so make sure of the frame spacing for that particular cross sill.

17. The rear cross sill also receives a bed-to-frame bolt. Mark the boards through the rear cross sill brackets. See figure 21. These holes should be **3-5/8"** from the rear end of the wood to the center of the hole.

18. Make reference as to which end of each board is at the front bed panel. Remove these two most inner boards. There should be four 1/2" diameter holes marked on the bottom of each board.

19. Drill a 1/8" pilot hole completely through the boards in the center of each of the marked locations.

20. Turn the boards over and measure forward from each pilot hole exactly 3/16" towards the front of the board and make a mark. See figure 22.

21. Using a 1-9/16" Forstner bit, a drill press if available, or a hand drill, countersink each bed-to-frame location approximately 1/8" to 3/16" deep on each mark from step 20. This offset hole is for the offset washer supplied in the bed bolt kit. The offset washer keeps the bolt from turning in the wood board. See figure 23.

22. To finish this procedure, drill a 1/2" hole through the boards using the pilot holes drilled in step #19 as a guide. See figure 24.

23. Reinstall the mounting hole boards and the bed strips.

24. Continue installing boards and strips from each side working toward the center until all boards and strips are installed. See figure 25.

25. Recheck the bed-to-frame bolt spacing in the bed and compare it to the truck frame. Tighten all bolts. Tack weld the cross sill brackets to the cross sills with the hole in the brackets aligned to the bed-to-frame mounting locations.


fig. 21

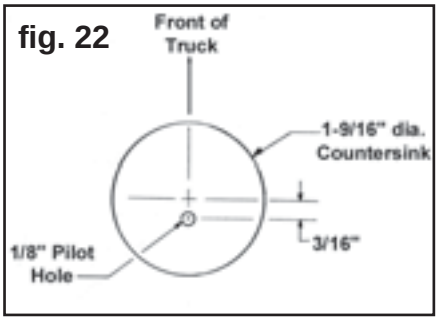


fig. 23


fig. 24

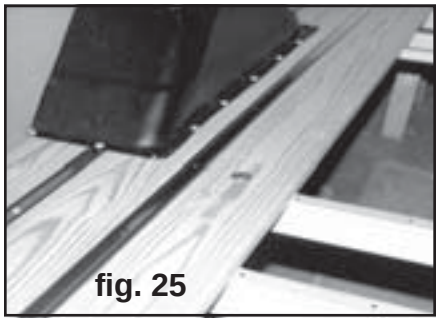
fig. 25

26. Install the bed side fender braces. These bolt to the first cross sill in front of the wheel tub and the bed side. Measure in from the end of the cross sill **13-1/8"** and up from the bottom **15/16"** and mark the sill. This mark should be on the front side of the cross sill towards the front bed panel. Drill a 3/8" hole where marked. Bolt the fender brace to the sill. See figure 26.

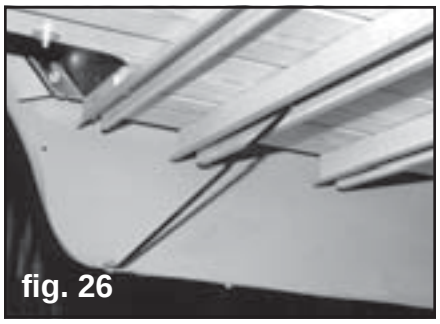
fig. 26

27. Attach the rear wheel splash aprons to the bed sides. Bolt the splash apron to the bed side first. Align the two holes in the splash apron to the lower rear leg of the cross sill and mark the holes through the splash apron. Remove the splash apron and drill these two holes with a 3/8" drill. Replace the splash apron with four bolts. See figure 27.


fig. 27

28. Install the wiring harness into the rear cross sill and up through the rear stake pockets on the bed sides.

Hint: To pull the wiring up through the stake pockets, feed a metal wire down through the taillight opening. Attach the wire to the taillight and back-up light wires and pull them up to the opening.

29. Connect the side marker light, back-up light, and taillight wiring to their sockets. Bolt the sockets to the bed sides. Replace the bulbs and the lenses.

30. 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.

31. Connect the main wiring harness junction between the frame and the body and test the lights.

Assembly is complete.

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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 of 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 reason 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.