

FRESHLY TRIMMED

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AVING THE RIGHT LOOK IS EVERYTHING. Sometimes the smallest detail can make or break your truck. Ray Greenlee's '69 C-10 was already top notch (you might even recognize it from the cover of the 2015 Fall/Winter issue), but it lacked side molding, and Ray knew the small addition would give the truck an edge.

While researching products, Ray came across Mar-K. He soon discovered that the Oklahoma City-based company has been around since 1975, so it's had time to develop a stellar product line. Ray was particularly interested in Mar-K's side molding, which starts out as raw aluminum, and then is rolled out, just like factory versions. Next, it's polished, anodized and the black sections are powder coated. The best part is that this is all done right here in the USA.

Adding Style With Mar-K's 1967-72 Side Molding

Text by **Kevin Aguilar** and **JD Terry**
Photos by **Lewis Milinich Body Shop**



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Ray is a paint and body specialist at Lewis Milinich Body Shop and knows good quality when he sees it. When he received the side-molding kit in the mail, he knew Mar-K was serious. The box that the molding was shipped in had plenty of padding to ensure the parts were well protected. He was also impressed by how easy it was to install. Often, molding from offshore companies doesn't fit correctly, but Mar-K's fit like a glove.

Follow along as we prove just how easy it was to install Mar-K's molding on Ray's '69 C-10, and see just how big a difference this small change made to the overall look of his truck. **CTD**

SOURCES

Lewis Milinich Body Shop
559.582.1741
Facebook.com/Lewis-Milinich-Body-Shop

Mar-K Quality Parts
844.627.5844
Mar-k.com



01

01 Open the box containing the new molding, and lay it out to use as a reference point for where each piece will be placed on the truck.



02

02 Jack up the truck and support it with jack stands. Make sure the truck is level, which is critical to getting the molding affixed properly. Remove all four wheels and front inner fender wells so that you can access the fender and bedside molding studs.



03 Remove the driver and passenger door panels, to access the inner door.



04 Using masking tape, attach the front and rear wheel opening moldings into position on the truck. We suggest installing the molding one side at a time.



05 After the molding is properly aligned and securely taped to the wheel opening, drill a 1/8-inch hole in each of the five positions on the inner wheel lip opening. Start in the center and move outward.



06 Next, install the wheel opening molding using the screws provided.



07 With the wheel opening molding securely in place, use 3/4-inch masking tape to run a reference line from the front to the rear wheel opening molding. This tape line is critical because it will be the reference point for the molding's mounting hole placement.



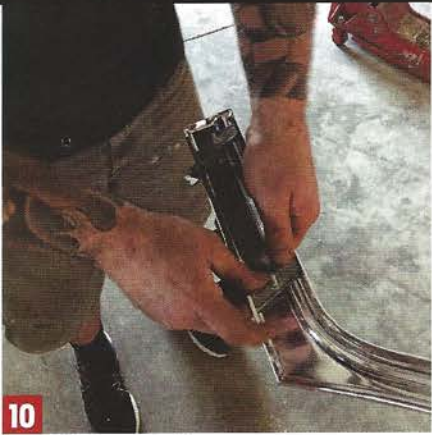
08

Using masking tape, attach the remaining trim along the tape line, starting at the front of the truck and working back. Step back and look at the molding from several angles to ensure it's straight and that your reference line is butted up directly to the bottom of the molding.



09

09 Once you've made any necessary adjustments to the molding and the tape line, remove all of the molding from the truck, leaving the tape line in place.



10

10 Starting with the front fender molding, insert the appropriately labeled clips. Placing one clip on the front of the wheel opening and two on the rear. Use a paint stick, if necessary, to push the clips into place. Do not hammer or force the clips into place. Make sure you align the rear clip, closest to the door, with the factory hole in the brace, which is inside the fender.



11

11 With your clips in place, line the bottom of the molding up with the tape line, and mark the side-to-side placement of the molding studs; this isn't the final hole placement. Now that you have the side-to-side stud placement marked, measure 1 1/4 inches down from the bottom of the factory body line, and mark the final holes.

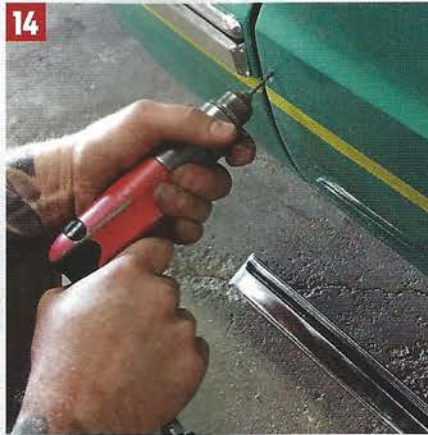


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12 Using a 1/8-inch bit, drill a pilot hole in the three marked locations. Then drill the final mounting hole using a 3/8-inch bit. We prefer to use a step bit, but a standard drill bit will also work. You can now final-install the molding using the provided hardware. Be sure all of the molding lines up with the reference tape before tightening.



13 Install the door molding next. Locate the two outer door molding clips. Make sure that these are installed as close to each end of the molding as possible. Locate the remaining door clips and divide them evenly along the molding. Follow the same steps that were performed on the fender. Place the molding up to the reference tape line and mark the side-to-side location of each clip.



14 Measure 1 1/4 inches down from the factory body lines and mark the final clip holes. Drill a 1/8-inch pilot hole in each of the final marked locations, and follow with a 3/8-inch bit. Install the molding, lining it up with the reference line. Repeat this for the rear cab corner pieces.



15 With the fender, door and cab corner complete, it's time to move on to the bed. Start by reinstalling the rear wheel opening molding using the attached screws, making sure to align against the tape line.



16-17 Now that the wheel opening molding is in place, insert the clips into the front and rear bedside molding. Make sure to place the three provided clips evenly along each piece. Follow the same steps for the remaining wheel areas, making sure to measure 1 1/4 inches down from the body line, aligning the molding with the tape line.



18 Now that the molding is aligned, reinstall the door panels, inner fender wells and wheels.

Factory Chevrolet caps not included with kit.

Soft lip

- 17" - 7", 8", and 10" Width
- 18" - 7", 8", and 15" Width
- 20" - 8.5", 9", 12", and 15" Width
- 22" - 8.5", 9", and 12" Width
- 24" - 9", 10", and 15" Width
- 26" - 10", and 15" Width