



1973-87 C10 LWB TO SWB CONVERSION PART #: SWBC7387

If your PB Fab product has a damaged or missing part, please contact customer service directly.

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READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

PBFAB IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported.

Use caution during all disassembly and assembly steps to ensure components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive.

Installer is responsible to ensure a safe and controllable vehicle after performing modifications.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Install Time: Typically 4-6 Hours

Skills: Moderate. Requires a small amount of fabrication and some welding.

NOTE – TWO OR MORE PEOPLE ARE NECESSARY FOR SOME STEPS.

Tools Needed:

Tape measure

Drill

7/16" & 1/2" drill bits

Center punch

Angle grinder with a cut of wheel or Sawzall/reciprocating saw

Angle grinder with a flap disc/sanding disc

Air Punch/chisel

Ratchet, 5/8" socket & 5/8" wrench

Square for measuring

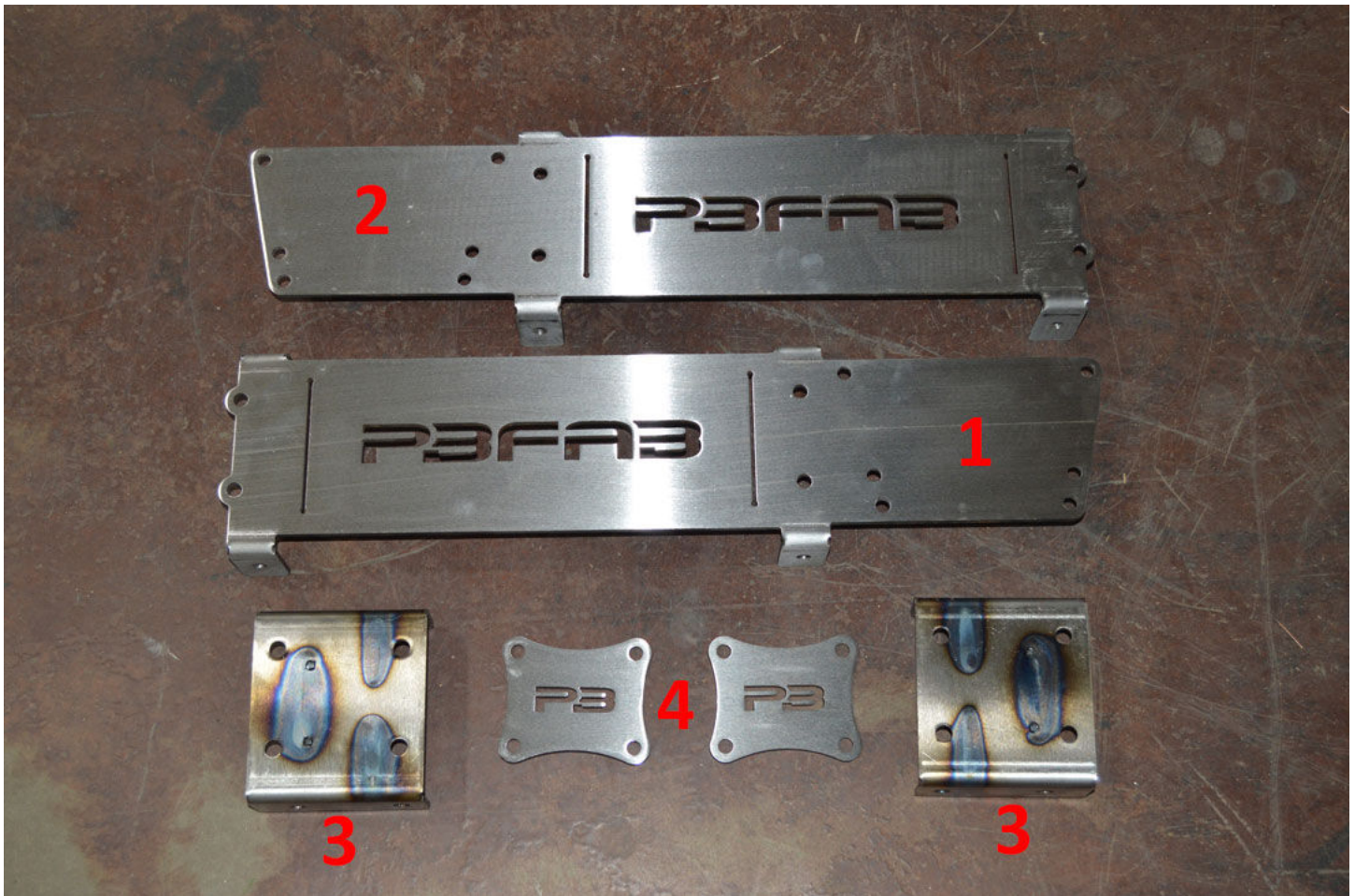
6 jackstands

Sharpie

Start by laying out all the parts and identifying the components.

The short bed conversion kit includes:

1. Driver side template
2. Passenger side template
3. Two c-channel brackets (driver and passenger specific)
4. Outside frame plates
5. Hardware (supplied, but not pictured)



The first step will to be to disassemble & prep the truck.

This requires removing the following:

1. Bed
2. Fuel line
3. Fuel tank(s)
4. Exhaust
5. Spare tire hanger
6. Driveshaft
7. Parking brake cable
8. Rear brake lines
9. Electrical wiring/harness
10. Leaf Springs & rear axle



With all the items removed, support the frame on jackstands.

NOTE: BE SURE THE FRONT WHEELS ARE CHALKED!



Remove the front and rear leaf spring hangers.

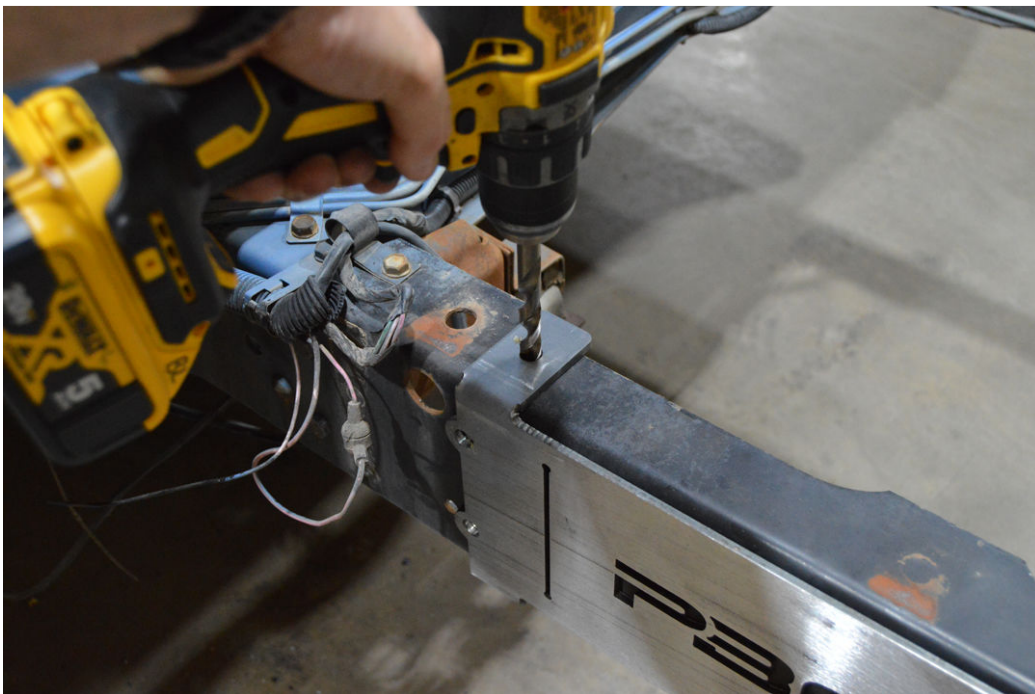
There are several methods to remove the factory rivets. The head can be ground flush and the rivet can be removed with an air chisel or punch. Alternatively, the head of the rivet can be removed with an air chisel and then punched out.



Using a 7/16" drill bit, drill out the 4 factory holes for the front leaf spring hanger. The template will bolt into these holes.



Now that the template is bolted in place, drill out the remaining holes. Be sure not to skip the holes on the top and bottom of the frame.



Bolt the bracket in place on the frame.

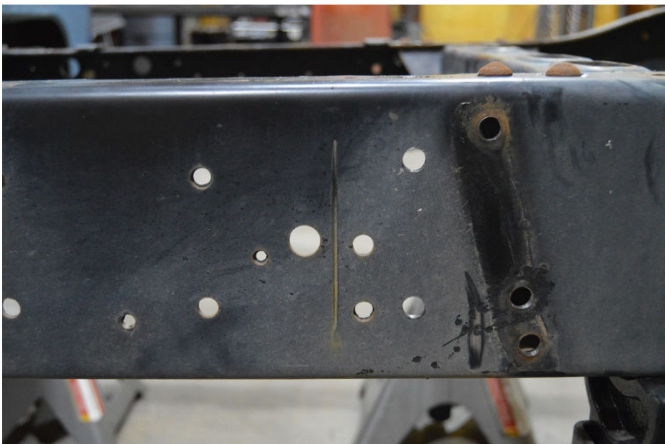
NOTE: THE BOLTS ON THE TOP AND BOTTOM OF THE FRAME DO NOT NEED TO BE INSTALLED AT THIS TIME.

IMPORTANT: PLACE TWO JACKSTANDS DIRECTLY IN FRONT OF THE FRAME TEMPLATE AND TWO JACKSTANDS UNDER THE FACTORY CROSSMEMBER PICTURED.

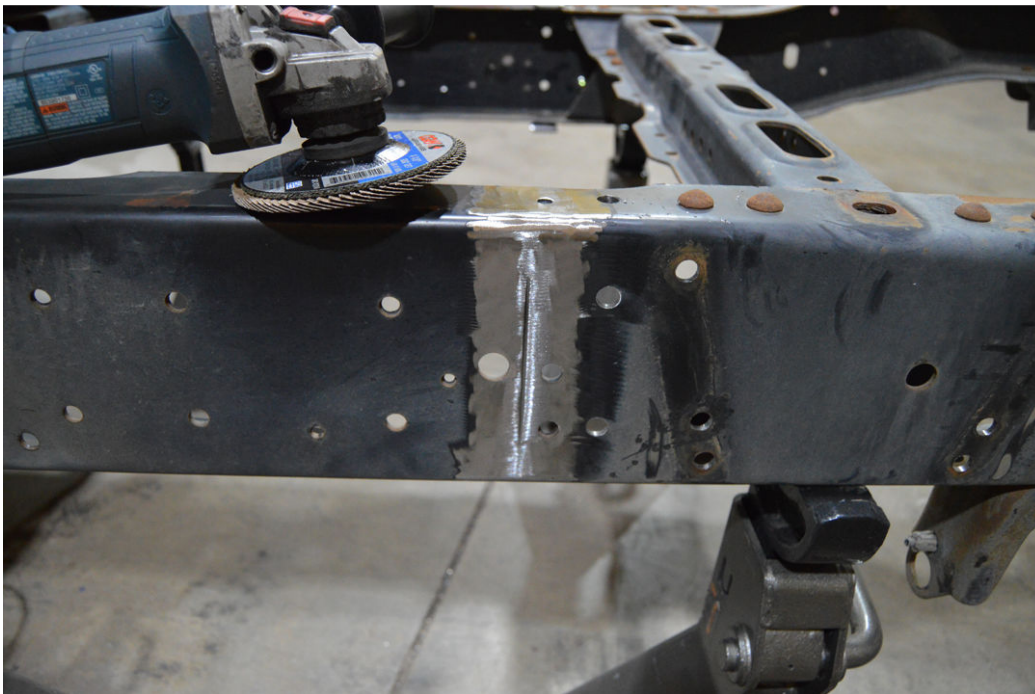


With the bracket installed, it's time to mark the cut lines. This can be done by using a pen, small screwdriver, or tool to score the frame. An angle grinder with a cut off wheel can also be used.

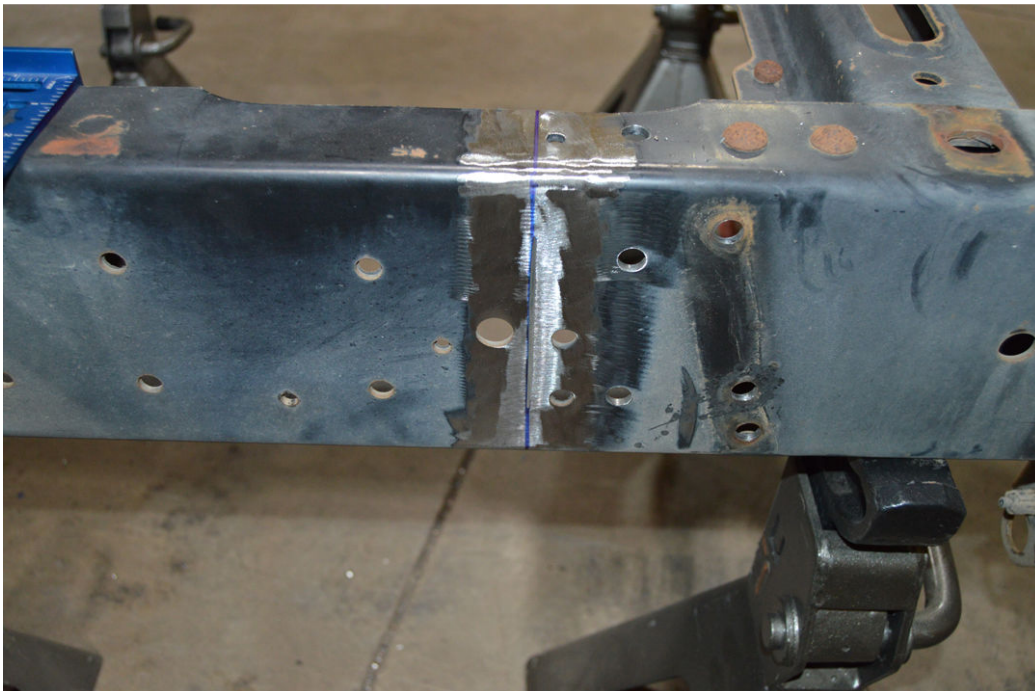
Mark or score the front and rear cut lines, then remove the bracket from the frame.



With the bracket removed, prep the frame around the cut lines using an angle grinder and a flap disc. This section of the frame will get welded in a later step.



Using a square, extend the cut line the length across and on top of the frame rail.

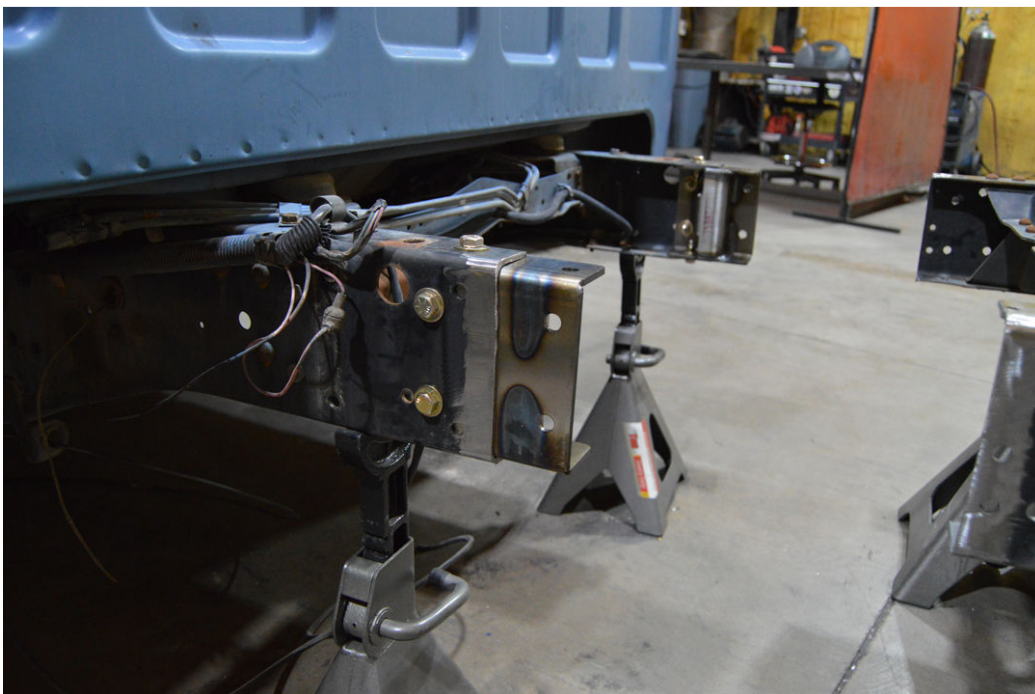


Using a Sawzall, reciprocating saw, or cut-off wheel, cut the frame along the two lines.



With the frame rail section removed, bolt in the c-channel pieces. Do not tighten the bolts yet.

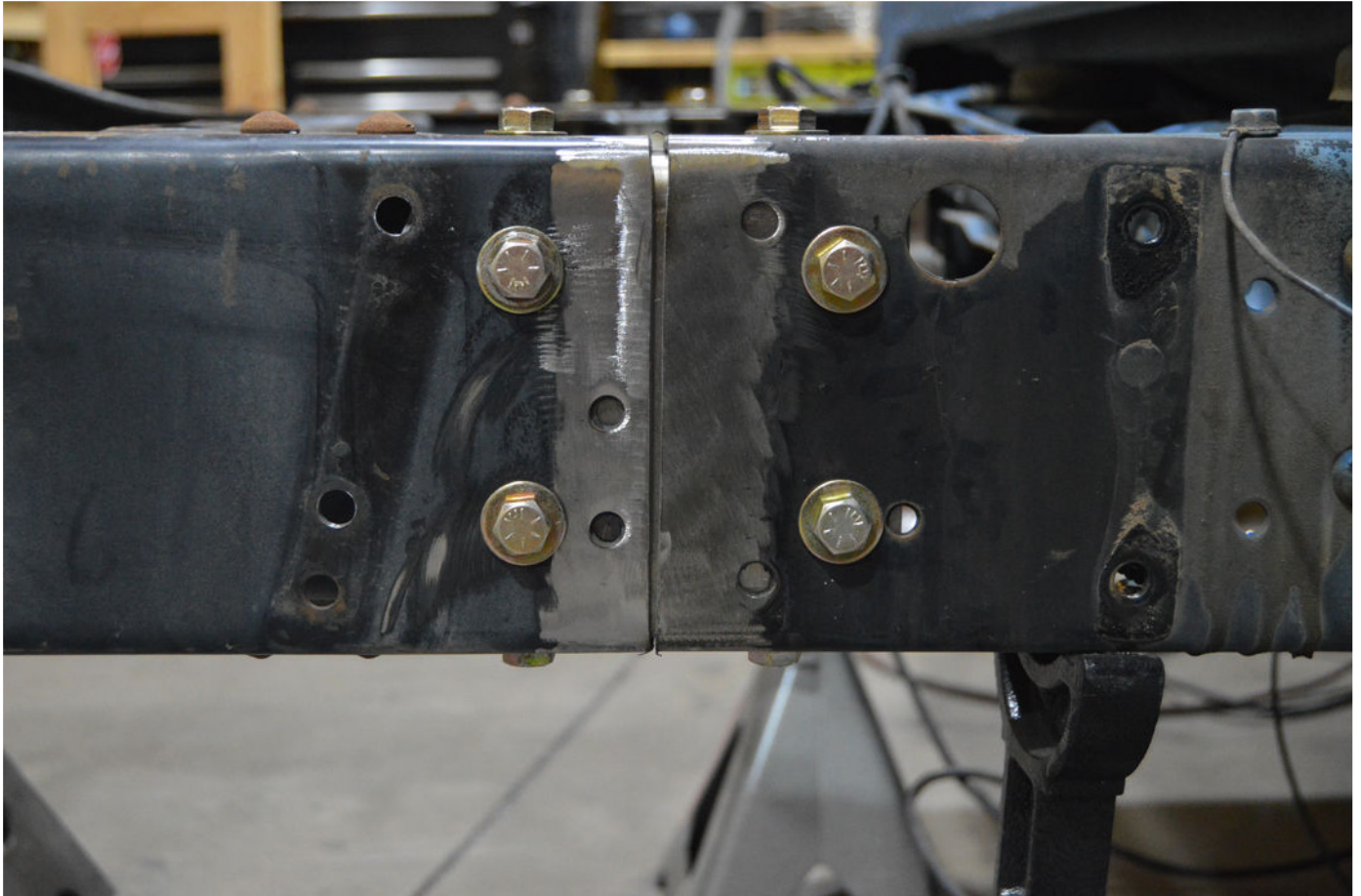
The c-channel pieces are specific to the driver and passenger side as indicated by the notch which will be on top and face towards the front of the vehicle. The c-channel pictured is for the driver side.



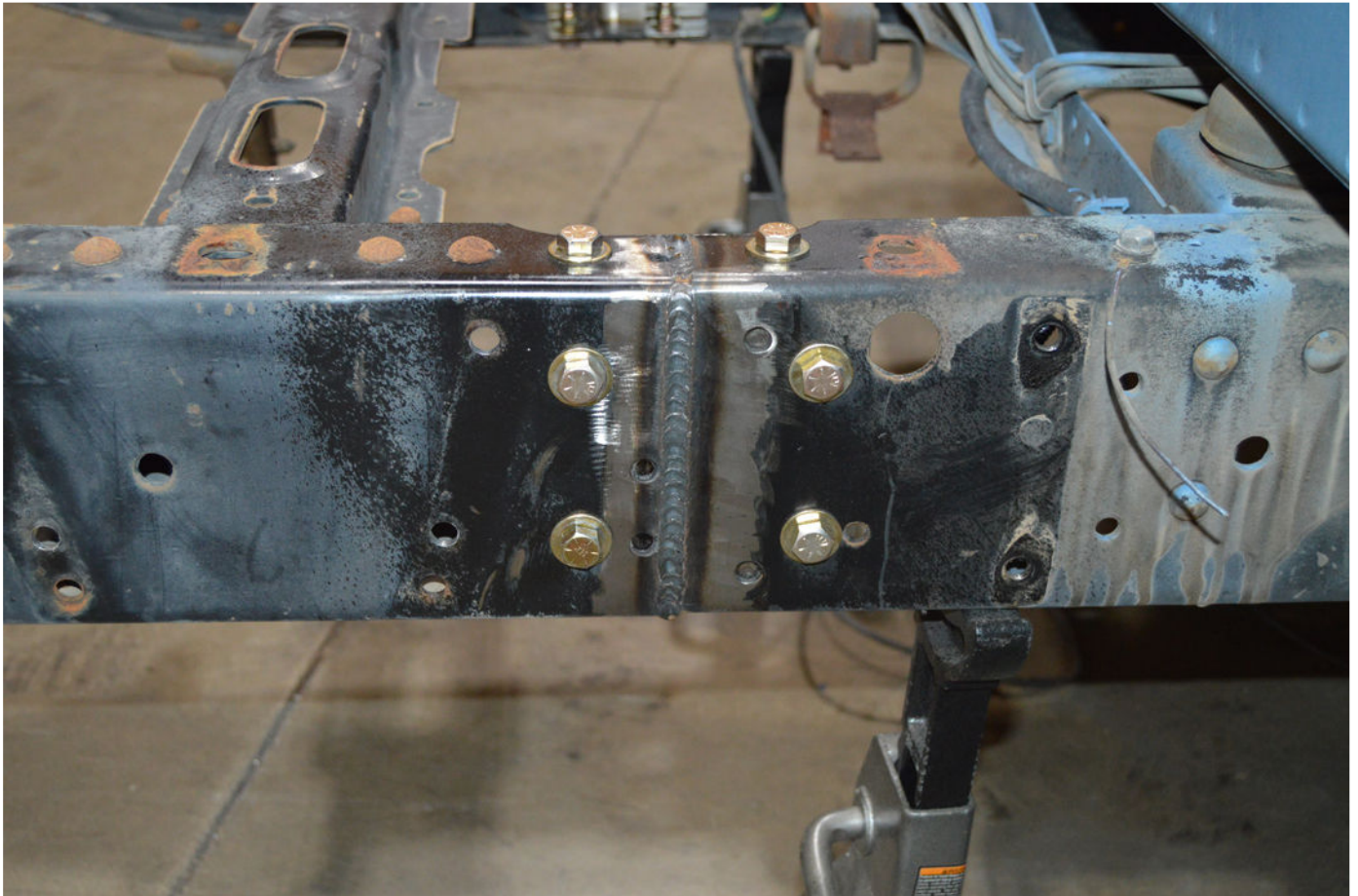
Slide the rear section on to the c-channel pieces and bolt it in place.

Before tightening the bolts, make sure the frame is level.

Install and tighten all of the bolts.



Weld the seam of the frame rails.



Install the outside frame plates. It may be necessary to grind the weld flush to the frame.



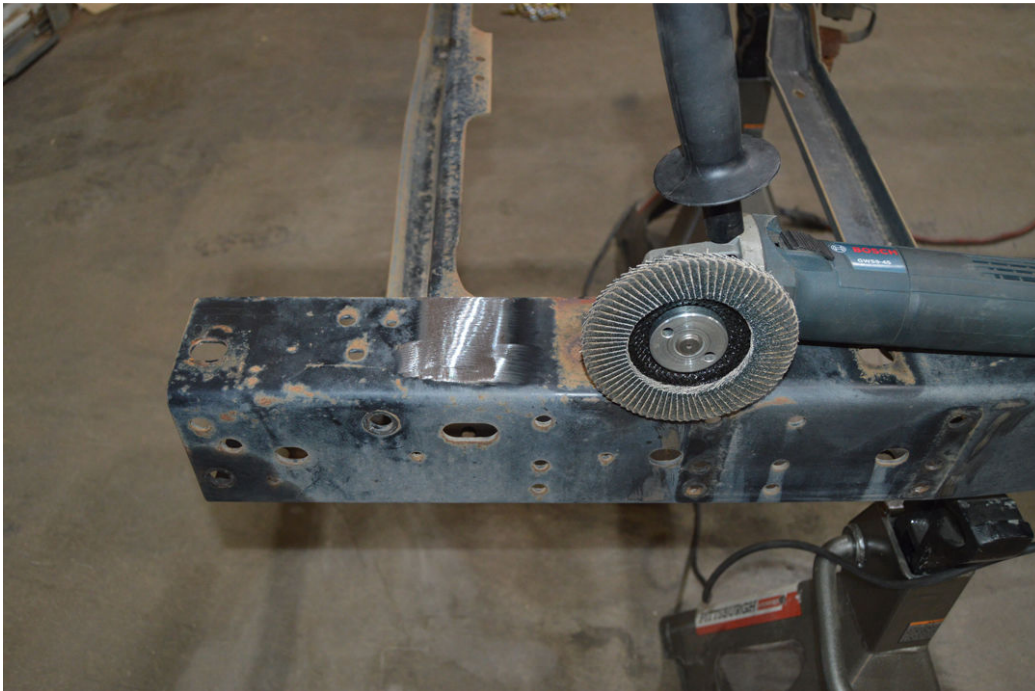
Before trimming the rear of the frame rails, the rear frame crossmember will need to be relocated.

Our frame already had two holes 6" forward of the existing crossmember. If your frame does not have these holes, you will need to mark and drill them.

Use a 7/16" drill bit to enlarge the existing factory holes or drill the new holes.



Remove the factory rear frame crossmember and bolt it into the new location 6" forward.



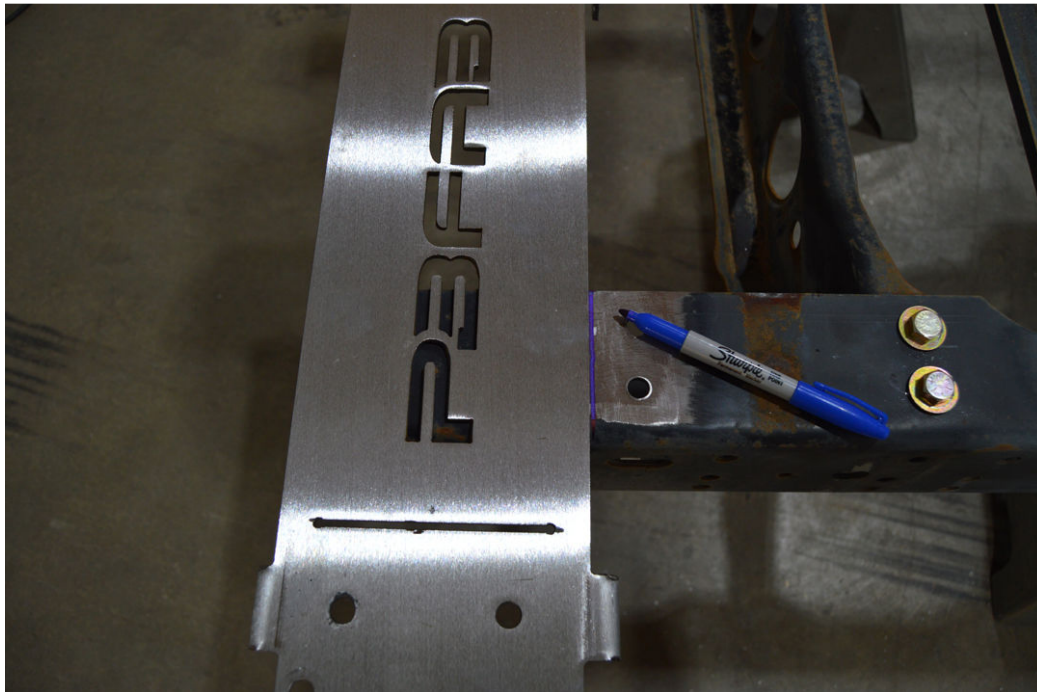
Use a 7/16" drill bit to enlarge the existing factory holes or drill the new holes.



Install the factory rear frame crossmember using the supplied hardware.



Lay the template sideways on top of the rear frame rail and align the back edge as shown. Mark the frame rail with a sharpie. Clamp the template to the side of the frame or use the square to transfer the mark to the side of the frame.

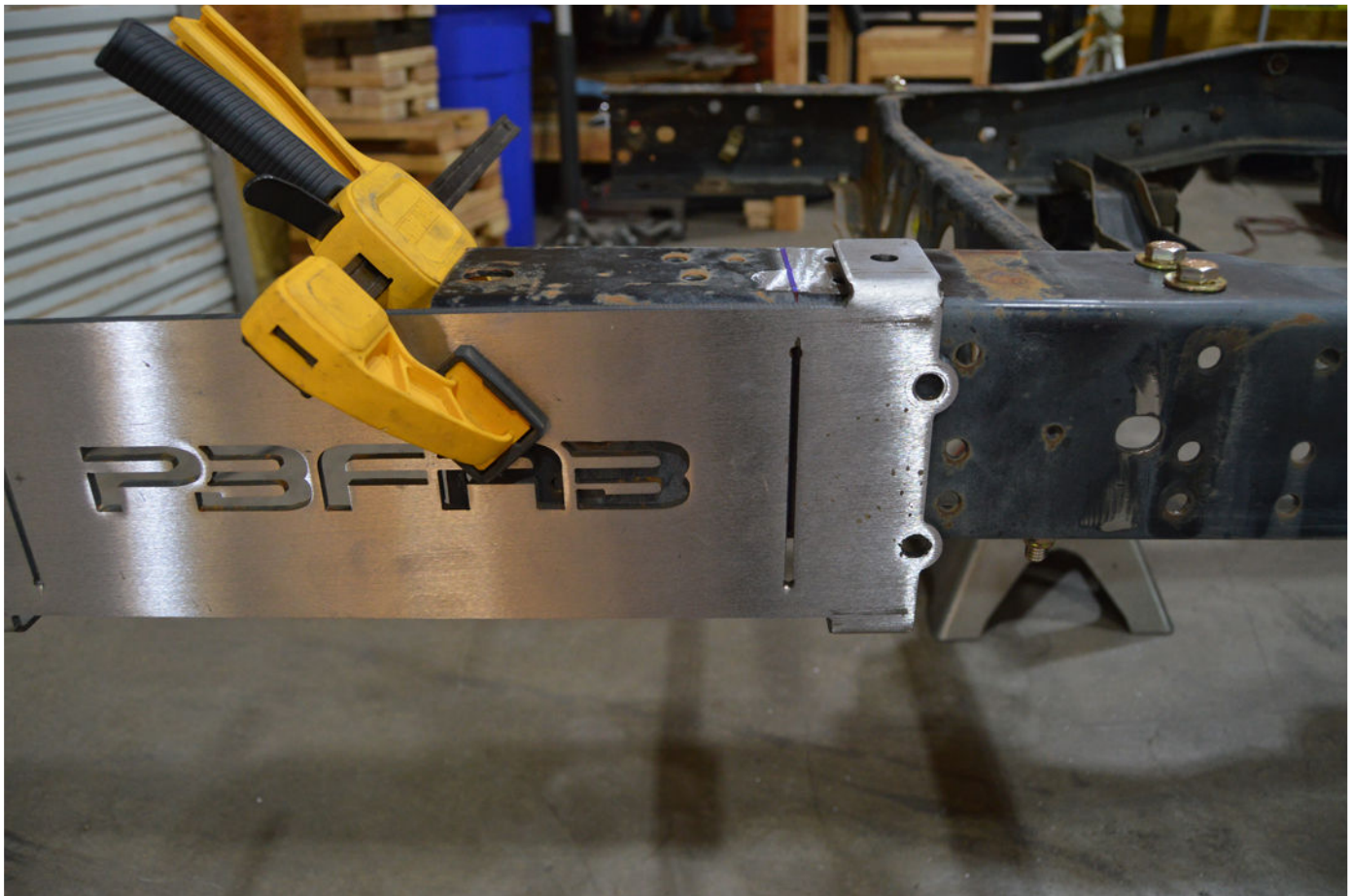


The mark measures just under 6".



The template can be used to mark or score the cut line, if need be.

Cut along the line, removing the rear frame rail piece.



Here's the frame with the rear section trimmed and removed.



The last step is to mark and drill the rear most bed mounting hole locations.

This can be done one of two ways. The most accurate method is to place the short bed on the frame and install the front 6 bed mounting bolts that line up with the existing holes in the frame. Be sure the bed is aligned properly, taking note of the body lines on the bed and cab.

NOTE: THE BED USES THE FOLLOWING HARDWARE (NOT SUPPLIED):

6 - ½" x 4-1/2" – 13 carriage bolts

2 – ½" x 12" -13 carriage bolts (can be substituted for ½" x 4-1/2" bolts)

8 – ½" fender washers

8 – ½" – 13 lock nut

* We recommend using stainless hardware and a thread lubricant.



With the bed installed and aligned, mark the hole location with a Sharpie.

We do not recommend drilling the hole with the bed in place. Damage may occur to the square hole on the bed floor.

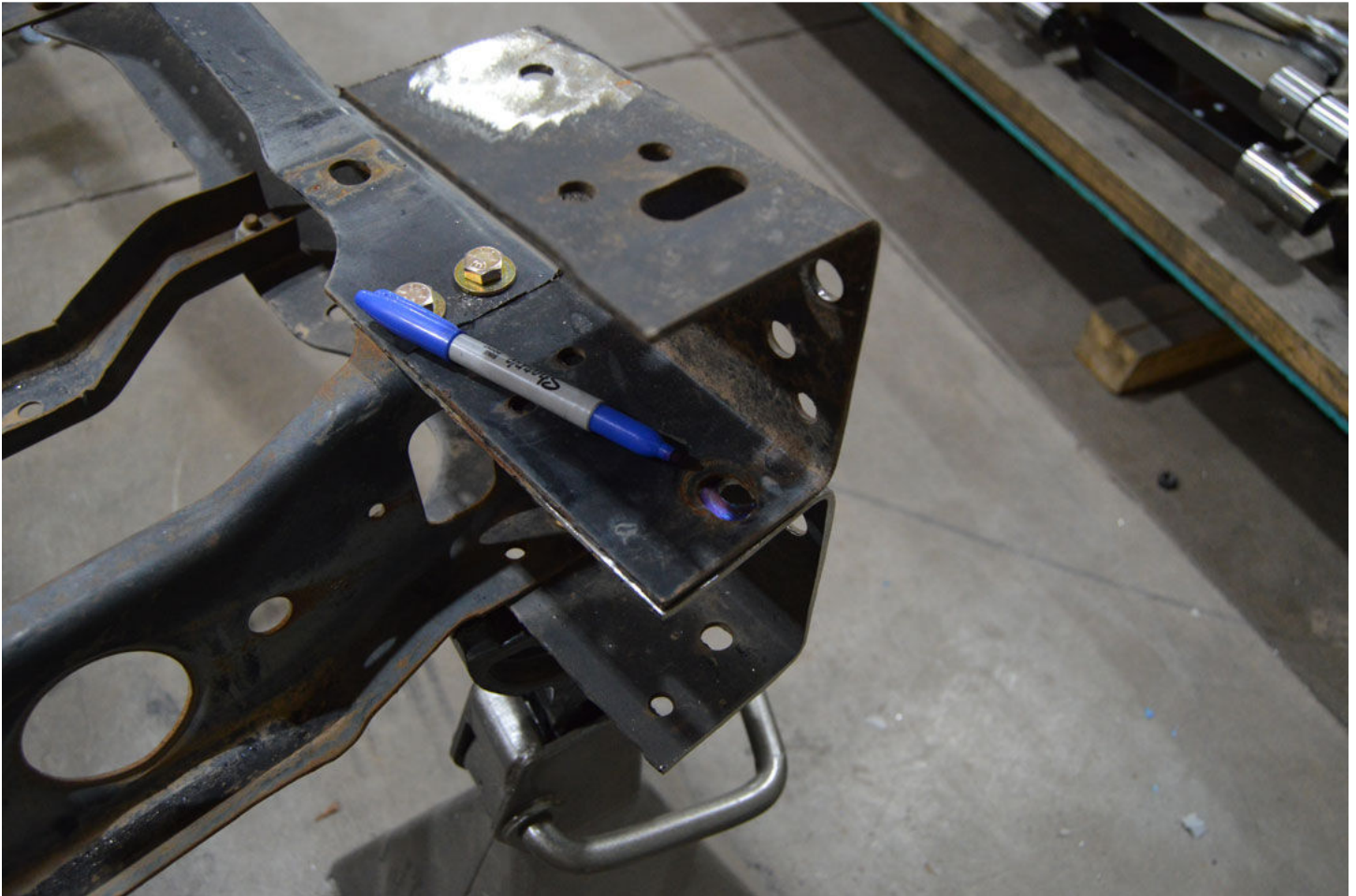


Remove the bed and drill the hole with a ½" drill bit.



If you don't want to install and remove the bed again, the rear frame rail sections can be used to mark the bed hole location. Flip the trimmed piece upside down and place it on top of the opposite frame rail. Align the rear and inside edge, then mark the bed mounting hole location.

The piece trimmed from the driver side is placed on top of the passenger frame rail as shown below.



Once the holes are drilled, install the bed and secure it in place.

