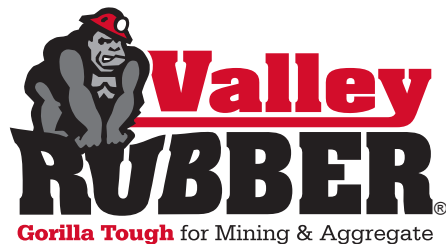


Truck Bed Liner Installation Guide

A complete guide for installing your new Truck Bed Liners.

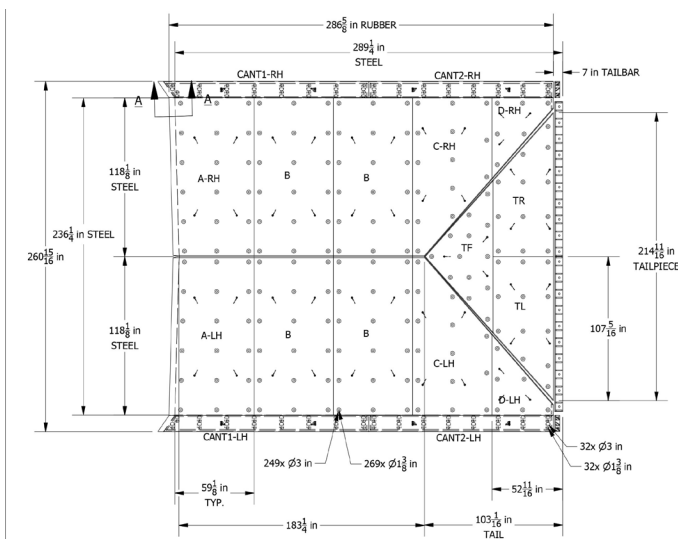


ValleyRubber.Solutions

Installing the Truck Bed

Procedure of Installation

Before the liners are shipped to your destination, they are palletized and stacked for easy installation. All of the necessary hardware is bundled in sealed containers. The first liner to be installed is on top of the stack. The last liner to be installed is on the bottom.



Each liner has threaded lugs to attach eye bolts for ease of lifting and positioning liners. Each system comes with an easy-to-follow liner map that directs the placement of each piece. The first liners to be installed are nearest the cab and typically have beveled edges where they meet the walls. These are positioned with the help of a boom. The remaining liners should be placed next to the previous liner snugly.



Installing the Truck Bed (cont.)

Lifting Provisions

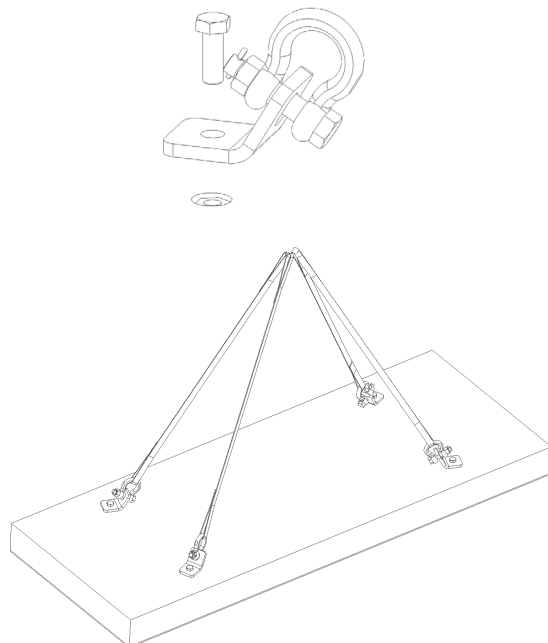
All Valley Rubber truck bed liners are provided with specific lifting points incorporated. These lift points are visible as $\varnothing 3/4$ "-NC threaded holes normally located on the top surface of each liner. Rectangular liners will have four lifting points, and triangular shaped liners will have three. These lift points are designed around the center of gravity for each part and ALL provided lift points must be used when hoisting the liners. In some cases, the lift points on cant liners or wall liners may be located on the edges of the liner, and may only be in two positions. The rule of thumb: All lift points provided on a liner must be used to properly lift the liner.



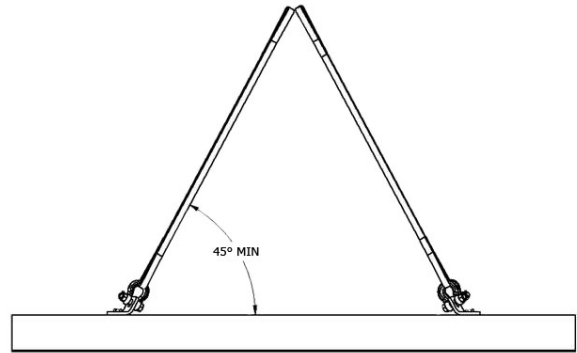
Lifting lugs (4), as shown below, are provided as part of the hardware package for every liner set and must be used for all lifts. The $\varnothing 3/4$ "-NC x 2" long hex bolts required for bolting to the lift points are provided as part of the kit.



All lugs must be fully tightened in-line with each sling leg. Shackles and slings are not provided.



The sling angle is to be 45 degrees minimum in all cases.



Fastening the Truck Bed Liners

Once all the liners are in place, it's time to fasten them down. You will have a container which includes your hardware for each system. Separate the hardware. If necessary, prep the floor of the bed through the mounting holes with a wire brush or needle gun to remove any rust or debris that would prevent a good stud weld.

Next, you will need to apply the threaded studs to the floor through each mounting hole.

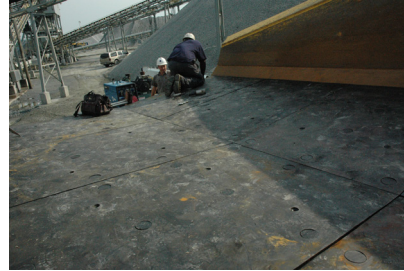


After you have finished welding the studs through each mounting hole, you will need to drop a flat washer over each stud, followed by a nut, and then securely tighten using a pneumatic impact wrench.

Installing the Truck Bed (cont.)

Rubber Plugs

Now you are ready to insert the provided rubber plugs to protect the studs and hardware. Hammer the plugs into the holes, and if there is too much resistance, spray soapy water on the plugs, and they should slip right in.

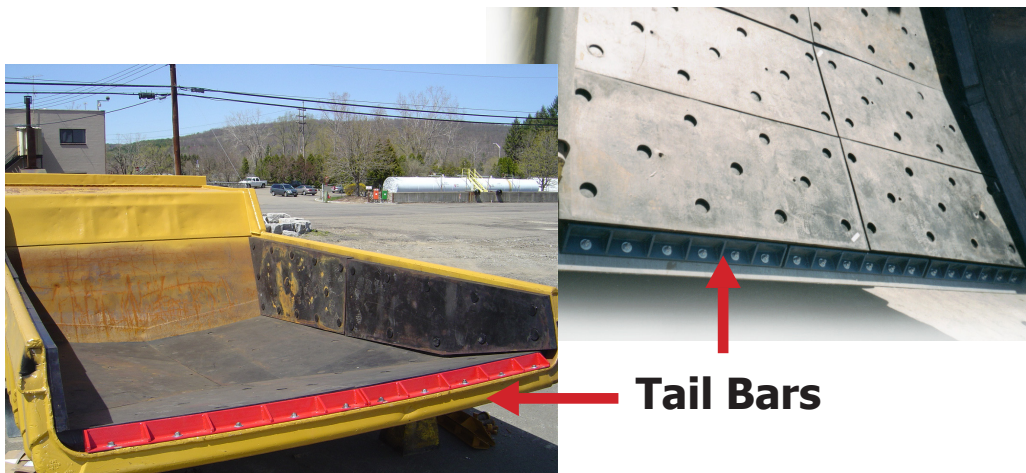


Tail Bar

The tail bar is a heavy fabricated steel angle that is installed flush against the back edge of the liners at the tail of the truck body. The purpose of the tail bar is to support the discharge edge of the liner set. Unless otherwise stated - Valley Rubber will make allowance for the Tail Bar in the liner design. The tail bar is subject to a high degree of load from the rock as it slides out of the truck bed – therefore, the installation needs to be secure.

There are two options for installation:

1. It is recommended that the tail bar be welded in place. A fillet weld should be applied to the inside circumference of all holes in the mounting face – securing the bar to the bed floor. The ends of each bar section should also be fully welded to the bed.
2. If the tail bar needs to be easily removed – it may be installed using the stud welder and hardware provided to secure it to the bed. Follow the same stud welding procedure as noted for the rubber liners.



Tail Bars

Inspection

Now that you have fastened the liners down and completed the tail bar, it would be a good idea to go back and double-check your work. Make sure all holes are studded, plugged, and that the tail bar is tight against the liners. You are now finished with installing the Truck Bed Liner. We know that it will provide you with years of maintenance-free reliability and Gorilla Tough performance.

Cautions and Limitations

Rubber is an extremely durable material for impact and abrasion resistance. When used in the correct application, it will provide many years of service life. However, there are a few common vulnerabilities that must be avoided or mitigated.

Heated Beds

If the truck is equipped with a heated bed, it will be detrimental to the rubber – and will cause it to degrade over a short period of time. There are two options for mitigating this issue:

1. If the truck is equipped with a by-pass, then it should be set and maintained on by-pass at all times.
2. If there is no by-pass option, then the entire truck bed rubber liner set must be fitted with a “Heat Shield” option from the factory. The heat shield option includes a ½” sheet of insulating material attached to the bottom of each liner.

Hot Work

Caution should be exercised when cutting and welding on or around a rubber lined truck bed. The rubber itself is not highly flammable but given enough time, hot metal slag will ignite the rubber. Extinguishing a rubber fire can be difficult, and the damage caused may carry an extreme cost.

Truck Bed Cleaning

Carry-back issues should be reduced when a Valley Rubber bed liner is installed. However, if carry-back is a problem with a rubber liner installed then care must be taken in removing the built-up material.

An excavator must never be used to scrape built-up material from the bed. The rubber lining will be damaged, and the service life of the product will be significantly reduced by this action. The tail bar section may also be significantly and permanently damaged by this process. All Valley Rubber warranty commitments will be negated if this process is utilized for clean-out.

Chemicals

Valley Rubber materials are tough and abrasion-resistant but can be susceptible to degradation from contact with certain chemical compounds. In cases where the haulage material contains chemical additives for processing (for example, but not limited to sulfuric acid or diesel fuel), Valley Rubber must be informed and consulted to determine if the conditions will be detrimental to the rubber lining. Failure to do so may shorten the life of the truck bed and void the Valley Rubber warranty.