



U.S. RACK,™ Inc. - 2850 Falcon Drive, Madera, CA 93637 - 559-661-3050

### INSTRUCTIONS for RAIL RACK

**WARNING: Do NOT attempt to install or use this rack without following all instructions.**

#### **SPECIFICATIONS and SAFE LOADING REQUIREMENTS**

These instructions are intended for use only upon the pickup trucks that have conventional fleetside bedrails or that have Track Systems such as the Nissan Utili-track, Toyota Deckrail, or Dodge utility track system. This rack is designed to carry ladders, boats, canoes, kayaks, lumber, or other cargo not exceeding 400 lbs.

**This rack is designed to carry loads, which are spread across the width of the crossbar and shared evenly between the front and rear crossbars. It is not designed to carry loads where a force of over 150 lbs. is concentrated on any space less than 12 inches wide along either crossbar or where a force of over 200 lbs overall is loaded on either crossbar. This product is not warranted for use off-road or on unimproved or poorly maintained or bumpy roads.** All loads must be tied down securely to the rack to prevent them from vibrating or sliding forward, backward, laterally or being blown off or broken by wind. U.S. Rack does NOT warranty any automotive product and does not warranty truck bed rails against damage caused by the weight of excessive loads being applied to them when the rack is installed on a vehicle. **U.S. Rack is not responsible for injury or property damage resulting from the rack being improperly installed or improperly loaded, nor is it responsible for injury or property damage resulting from loads or parts of loads falling or being blown off a vehicle.** Loads extending beyond the rear bumper of the vehicle must be designated with a red flag during daylight or red light during darkness in accordance with the state vehicle code.

**BE SAFE: Carrying any load can be hazardous. Make sure all parts of all loads are securely tied down against unexpected winds and vibrations caused by road hazards such as potholes. Check each time you install the rack, load the rack, as well as daily to ensure that all connections are tight. Avoid roll over. As with all racks, ensure that loads are not top-heavy. Loads should be placed so that the center of mass of the load is no closer than 24" from the sides of the rack. High loads must be transported with GREAT CAUTION to prevent loads from striking low overhead objects and from tipping during turns, abrupt stops, or high winds.**

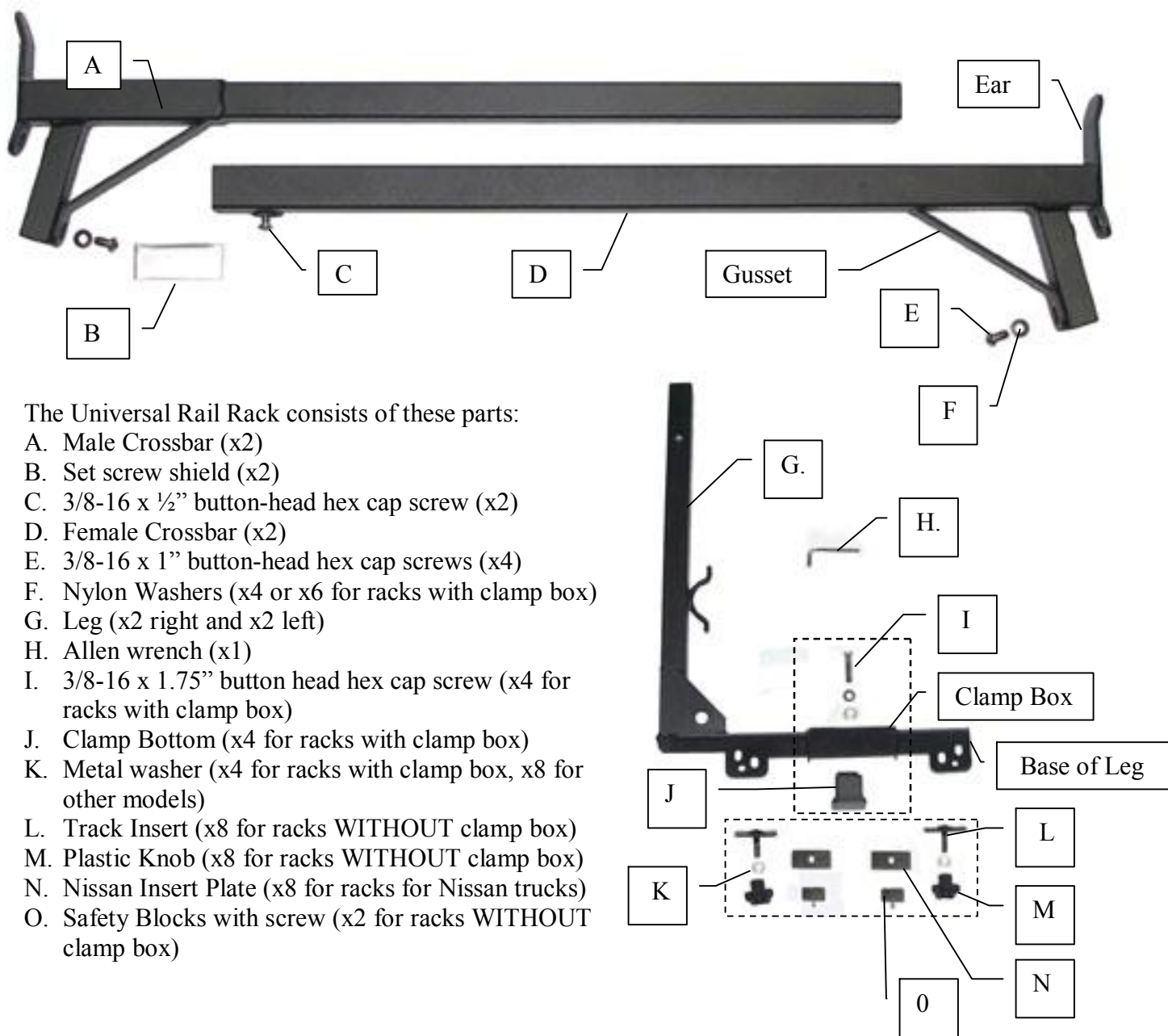
#### **WARRANTY for RAIL RACK**

U.S. Rack™ products are warranted for a period of one year against all structural defects in materials and workmanship provided that they are assembled, installed, and used in accordance with all manufacturer's specifications and instructions. U.S. Rack **cannot warrant the powder-coating** on its products. Normal use of any powder-coated rack and exposure to weather can result in scratching of the surface, exposing metal below; therefore, maintenance on your rack will be required. To prevent rust, spot paint any scratches or breaks in the surface with a high quality metal paint. **Merchandise must be returned in the original box and packaging.** See return policies and procedures at <http://www.usrack.com/service.shtml>

#### **INVENTORY**

**Your safety is paramount.** Before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory list and check all welds for signs of cracking or weakness. If you do not have all the correct parts or if any parts appear to be defective, STOP! Do NOT install the rack. Contact customer service at 1-888-877-2257 to replace missing or defective parts. If you have any questions about installation, call customer service. We will be happy to help.

Fig. 1



The Universal Rail Rack consists of these parts:

- A. Male Crossbar (x2)
- B. Set screw shield (x2)
- C. 3/8-16 x 1/2" button-head hex cap screw (x2)
- D. Female Crossbar (x2)
- E. 3/8-16 x 1" button-head hex cap screws (x4)
- F. Nylon Washers (x4 or x6 for racks with clamp box)
- G. Leg (x2 right and x2 left)
- H. Allen wrench (x1)
- I. 3/8-16 x 1.75" button head hex cap screw (x4 for racks with clamp box)
- J. Clamp Bottom (x4 for racks with clamp box)
- K. Metal washer (x4 for racks with clamp box, x8 for other models)
- L. Track Insert (x8 for racks WITHOUT clamp box)
- M. Plastic Knob (x8 for racks WITHOUT clamp box)
- N. Nissan Insert Plate (x8 for racks for Nissan trucks)
- O. Safety Blocks with screw (x2 for racks WITHOUT clamp box)

### ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

1. **Assemble Crossbars** after you have inventoried and inspected all parts. Examine the male side (A) and female (D) side of the Crossbars. Put them together by inserting the male side into the female side so the gussets are both on the bottom as shown in Fig. 2.
2. **Attach Crossbars to Legs.** Pick up and examine the Legs (G), which are mirror images of each other. Notice that there is a hole at the top of each Leg. Slide a Leg onto the tube projecting down from each Crossbar, and align the hole in the bottom of the gusset with the hole in the top of the Leg. Ensure that the base of both Legs point in the same direction. Place a nylon washer onto a 1-inch long screw and screw it into the hole so that it engages the threads inside as shown in Fig. 3. Attach the Legs securely to the Crossbars by tightening the screws firmly with the Allen wrench.

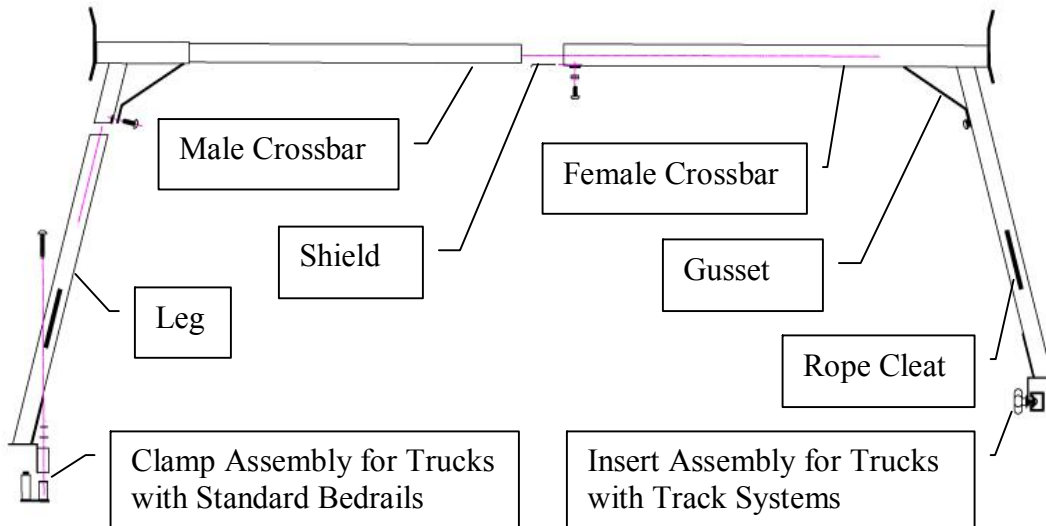


Fig. 2



Fig. 3

### INSTALLATION

3. **Place Rail Rack onto Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up one Rail Rack assembly consisting of a mated Crossbar and two legs and step carefully up into the bed and approach the front of the bed. Slide the sides of the Crossbar together or apart until the bases of the Legs are about as far apart as the bedrails of the truck. Orient the bases so that they point toward the tailgate and place the bases on the bedrails so the vertical portion of each Leg is at the front corners of the truck bed. *Note: If you have a stake pocket anchor system with an upward projecting threaded hole or spindle, you may be able to adjust the placement of your rack so that one of the oblong holes in the top of each base is over the hole or spindle. This may allow you to mount the top part of the tie-downs through these oblong holes into the inserts within the stake pockets.*
4. **If you have a Truck with Conventional Bedrails, Clamp the Rack to the Bedrails.** *For this installation you will not use parts K, L, and M.* After ensuring the rack is properly located and seated so the vertical face of each base is in contact with the inside lip of the bedrail, examine the clamp boxes on each base. See FIGS. 4, 5, and 6. Notice that the bottom of the box is open and that the top contains two oblong holes. One of these holes will be used to screw the clamp bottom into the clamp box. In order to clamp the base to the bedrail, pick up a clamp bottom and insert the threaded metal column up into the bottom of the clamp box while simultaneously inserting the metal column with the rubber top up behind the lip of the bedrail. If possible, push the clamp bottom forward until it is under the hole closest to the vertical Leg. If that is not possible due to an obstruction, align it with the back hole. If that is also not possible, it may be necessary to move the rack toward the tailgate until the clamp bottom and a hole can be aligned. Place a nylon washer and then a metal washer on a 1.75-inch long screw and pass it down through the oblong hole until it engages the threads in the clamp bottom. Use the Allen wrench to turn the screw into the threads until the rubber top makes contact with the bottom of the bedrail. Tighten the screw firmly enough so that the rack cannot move on the bedrail but not so firmly that the threads or Allen wrench are stripped.



Fig. 4



Fig. 5



Fig. 6

5. **If you have a Truck with a Track System** (Utili-track for Nissan or Deckrail for Toyota), **Attach the Rack to the Track.** *Your rack should not have a clamp box and you will not use parts I and J.* After ensuring that the rack is properly located and seated so that the vertical face of each base is in contact with the inside lip of the bedrail, examine the oblong holes on the vertical face of each base. See FIGS. 7, 8, and 9. Notice that one of the oblong holes hangs down over the center of the track on the inside of your bedrail. You will connect the base at both the front and the back to your track system. To accomplish this, if you have a Toyota Deckrail, first slide two Track Inserts (L) into the end of each track. If you have a Nissan Utili-track, first place a Nissan Insert plate over the threaded part of each Track Insert (L), then slide the Track Inserts into the end of each track. Slide the Inserts forward until they align with the holes in each base. Because the threaded spindle of each Insert projects out of the track, it will be necessary to temporarily push the sides of the Crossbar together enough so that there is room to fit the end of each spindle into the hole. The spindle should be placed into the highest hole it can fit in, while remaining horizontal. After each spindle is in an oblong hole, insert a metal washer on the end and then screw a plastic knob on the end. These knobs have a nylon ring design to prevent them from vibrating loose, but check them frequently to ensure they do not loosen, especially when carrying a heavy load. Tighten the knobs firmly enough so that the rack cannot move on the bedrail but not so firmly that the threads are stripped. Should they ever get worn, they can be replaced with standard nylon lock nuts.



Fig. 7



Fig. 8



Fig. 9



Fig. 10

6. **Adjust and Lock Crossbar.** After attaching the rack to the bedrails, examine the Crossbar and notice that a threaded hole is located on the bottom of the female side of the Crossbar. This is for use with the ½-inch screw that functions to set the bar. Examine the Set-screw Shield (B) and notice it has one bent and one straight end. Its purpose is to prevent damage to the finish of the male part while improving the friction between the male and female parts. Insert the shield between the set screw hole and the male Crossbar as shown in FIG. 11. To make final adjustment to the length of the Crossbar, stand at the center of the Crossbar and simultaneously grasp the ear at the end of each Crossbar. Pull them together with a moderate amount of force to ensure the slack has been taken out of the Crossbar. Tighten the screw firmly with the Allen wrench to set the Crossbar in place. The screw should not be tightened so much that it strips the threads or the wrench. If the screw comes loose, the rack cannot come immediately off the truck, but the screw should be replaced promptly anyway.
7. **Install the Back Section of the Rack.** Install the back section in the same manner as the front. When installed, as shown in FIG. 12, both sections of the rack should sit firmly on the bedrails without moving. Loads can be roped or strapped to the tie-downs on the side of the Legs or to the holes in the gussets at the top or the base of the Legs. Ensure that when loads are tied, the strap or rope tension is not so great as to bend or loosen parts. Road conditions, temperature and whether can affect vibration and tension on parts. The load, road, and driving conditions can affect the tension on all parts. Check tension on all threaded parts of the rack and on straps periodically to ensure they are tight.



Fig. 11



Fig. 12

8. **Insert Safety Blocks.** FIGs. 13, 14, and 15, show the plastic Safety Block being inserted into the back end of each track. These photos show the Toyota deckrail and a white block (for better visibility). The purpose of the block is to ensure the Track Inserts cannot slide out the rear end of the track. There is an oblong hole in the bottom of the Toyota deckrail. After inserting the block, insert a screw through the oblong hole and thread it up into the hole in the bottom of the block; tighten firmly. If you have a Nissan or Dodge truck you will find that the track has no hole in the bottom of the channel; therefore, it is necessary to drill a 1/4-inch hole centered in the bottom of the track 1 inch from the back end of the track. Insert the safety block in a manner similar to that described above.



Fig. 13



Fig. 14



Fig. 15