



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

INSTRUCTIONS for INSTALLING THE RAIL RACK ON TRUCKS WITH TRACK SYSTEMS

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 Toyota Tacoma or Tundra with Deckrail System, the Nissan Titan or Frontier with Utili-Track system, or Dodge trucks with Utility Rail Systems. 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 that 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

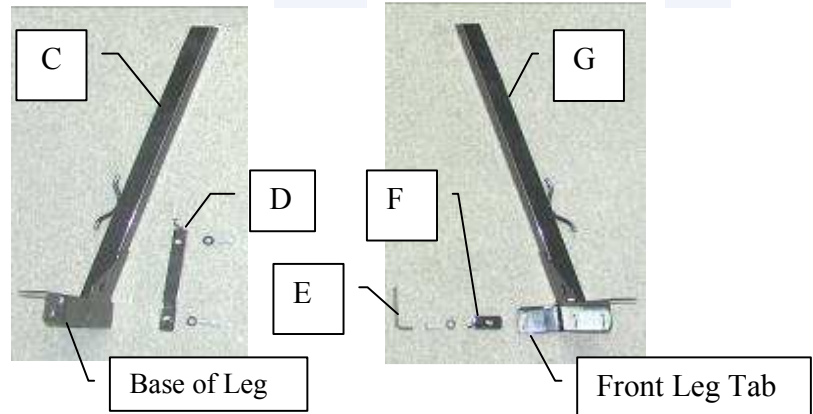
Your safety is paramount. Before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory list and check all welds for signs of cracking or weakness. If you do not have all the correct parts or if any parts appear to be defective, STOP! 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 Rail Rack consists of 7 main parts:

- A. Crossbar, Female side (x2)
- B. Crossbar, Male side (x2)
- C. Rear Leg (Right and Left)
- D. Double Rail Insert (x4)
- E. Allen Wrench
- F. Single Rail Insert (x2)
- G. Front Leg (x4)
- H. Spindle Tube (x4)



- I. Hardware: 3/8-16 x 1" button head cap screws (x10); 3/8" flat washers (x10); nylon washers (x10); plastic safety blocks and screws (x2); 1-3/4 inch square plastic end caps (x4); stainless steel shield

NOTE THAT SCREWS AND SMALL PARTS MAY BE FASTENED TO OTHER PARTS.

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

1. **Assemble Crossbars.** Pick up and examine both the Female and Male Crossbars (A and B). Notice that there is a hole in the top of each crossbar near one end. Place a black nylon washer onto the threaded end of the Spindle Tube (H) and then insert the end down through the hole in the top of each Crossbar and place a nylon lock nut onto the end and tighten firmly as shown in Figs. 2 and 3. Place a black plastic cap on the open end of each Crossbar. Lay the crossbars down with the male side on the right and the female side on the left as shown in Fig. 2, below. Assemble the Crossbar by inserting the male side into the female side in a way so the Spindle Tubes both point up.
2. **Attach Crossbars to Legs.** Pick up and examine the Rear Legs (C), which are mirror images of each other. Next examine the Front Legs (G), which are also mirror images of each other. Notice that the Front and Rear Legs differ in that the Front Legs have a metal tab with a slotted hole extending out from one end of the base of the Leg. The Front Legs depicted in the Figs. 1 and 2, are both right-handed legs. This is because when the rack is assembled and placed on the truck the leg, as viewed from the tailgate, is on the right (passengers) side of the truck. Note that when this leg is placed on the ground as shown in Fig. 2, the metal tab with the slotted hole is seen on the left. Pick up the right front leg, and slip the open end at the top of the leg over the short tube on the bottom of the Male Crossbar. Continue until it is completely seated and the hole at the end of the gusset aligns with the hole in the leg. Place a nylon washer onto a 1-inch long screw and insert the screw into the hole so that it engages the threads inside. Screw the Leg to the Crossbar and tighten securely with the Allen wrench. Next attach a left Leg to the Female Crossbar in the same manner until it appears as in Fig. 4. Assemble the other crossbar and the rear Leg components similarly.

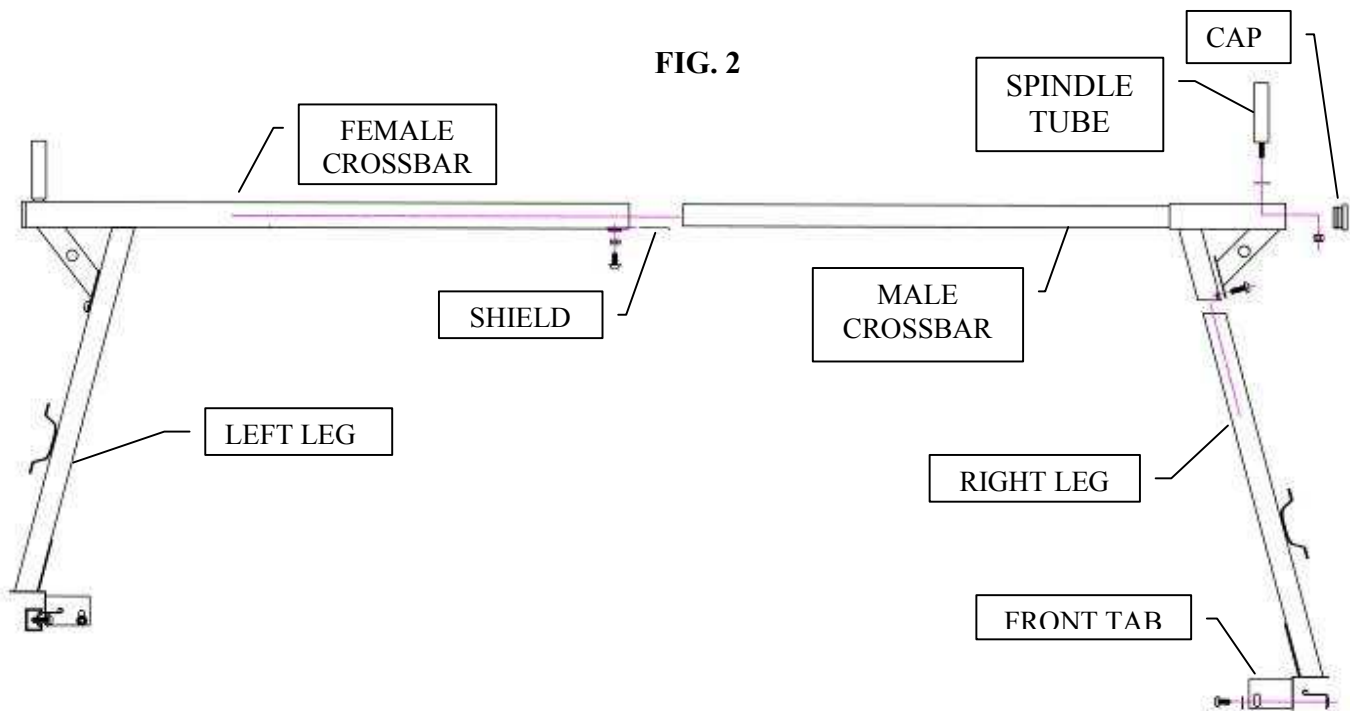


FIG. 2



FIG. 3



FIG. 4

INSTALLATION

- Place Rail Inserts into Tracks.** Examine the Single and Double Rail Inserts. Note that the Single Rail insert consists of a flat plate with one threaded hole and a wire welded to one side. The wire is intended as a handle to allow you to hold the Rail Insert in place when it is being screwed to the rack. The Double Rail insert is identical except that it is longer and has two holes. Before installing the rack, the Rail Inserts must be placed into the deckrail (Toyota), Utili-track (Nissan), or Utility Rail System (Dodge). For our purposes we will refer to all of these as the “accessory track”. Examine Figs. 6, 7, and 8. Remove any end caps at the end of the accessory tracks. Slide a Single Rail Insert into the accessory track attached to the front wall of the truck bed. One insert should be drawn in by the handle from each end so that the handle is toward the midline of the truck. In this way, the handle will be out of the way of the Front Leg Tab when the rack is placed on the truck. Now slide two Double Rail Inserts into the accessory tracks on each side of the truck bed from the back end. Slide one Insert in until it is about 12 inches from the front end and slide the other until it is about 12 inches from the rear of the track. Ensure the Inserts are oriented so that the handle of the one at the front of the track is on the end closest the tailgate and the one at the rear is oriented so the handle is on the end closest to the cab. This way the handles will be out of the way when the rack is installed.



FIG. 6



FIG. 7



FIG. 8

- Attach Rack to Rail Inserts.** Place the front assembly consisting of the Front Legs and Crossbar on the front of the bed. Place it in a manner so that the base of each leg rests on the bedrails, with the bottom side of the base sitting on top of the bedrail and the vertical portion of the base in contact with the track. The Front Leg Tab should also be in contact with the front track. Slide the Rail Inserts in both the front and side rails so that the threaded holes in the inserts are visible through the slotted holes in the rack. Place a black nylon washer on each of the button head cap screws and insert the end of the screws through the slots into the threaded holes. Use the little handle on each Insert to steady it while you thread the screw into the Insert until it is tight. Tighten firmly with the Allen wrench. Install the rear assembly in a manner similar to that used for the front assembly.
- Insert Safety Block.** FIGs. 9, 10, and 11, show the safety block being inserted into the back end of the track. The photo shows the Toyota deckrail. The purpose of the block is to ensure the Insert Plate cannot slide out the rear end of the track. The plastic block may be white or black. 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. 9



FIG. 10



FIG. 11

- When installed, as shown in FIG. 12, below, 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 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 weather can affect vibration and tension on parts. Check tension on all threaded parts of the rack and on straps periodically to ensure they are tight.



FIG.12 Rack mounted on a Toyota Tacoma

7. When installing a tool box that fits snugly against the track on both side, it is possible to use longer screws and insert them from inside the box through the side of the tool box, through the slots in the base of the rack and then into the Insert Plates. If you do this, ensure that the end of the screws does not bottom out against the back of the rail, or the screws may not remain tight. If there is space between the side of the tool box and the rail, it will be necessary to use washers or other spacers to ensure that when the screw is tightened the force is transferred from the head of the screw to the surface of the track, otherwise the screw may become loose. To ensure that the screw is fully tightened and does not vibrate loose install a jam nut near the head and check tightness frequently.