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US RACK,™Inc. - 2850 Falcon Drive, Madera, CA 93637 - 1-888-877-2257

--INSTALLATION AND USE INSTRUCTIONS for the T-bar RACK--

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

SPECIFICATIONS and SAFE LOADING REQUIREMENTS

The T-bar side mount truck kayak rack is designed to carry kayaks, ladders or other rigid items not exceeding 150 lbs. of distributed weight on pickup trucks. **This truck rack is not designed to carry loads on unimproved or poorly maintained roads. It is not designed to carry loads where a weight of over 75 lbs. where more than 75 lbs. rests on either horizontal Arm or where the center of mass rests more than 6 inches away from the center of either arm.** Excessive loads can pry the rack away from the bedrail lip. Watch this carefully to prevent damage or injury. U.S. Rack does NOT warrant truck bedrails or other truck parts 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 loads being improperly tied down. If you cannot install and use this rack in accordance with all specifications and instructions, do not install or use this rack. Call our customer service line at 1-888-877-2257 for assistance.**

BE SAFE: Carrying any load can be hazardous. All loads must be tied securely to the rack to prevent them from vibrating or sliding forward, backward, or laterally or being blown off or broken by the wind. **Make sure all parts of loads are securely tied down against unexpected winds or shocks and vibrations caused by unexpected road hazards such as potholes. Each day and each time you install or load the rack, inspect to ensure that all connections are tight.** U.S. Rack is not responsible for injury or property damage resulting from cargo falling or being blown off a vehicle as a result of being improperly loaded or inadequately secured. Be careful to avoid striking your head on the rack as you pass along the side of your truck. Ensure that loads do not extend more than 6 inches out from the side of the truck body. Loads extending beyond the rear bumper of the vehicle must be designated with a red flag (daylight) or red light (darkness) in accordance with the applicable state vehicle code. Do not allow any part of the rack or load to interfere with the driver's clear view in any direction or to interfere with the clear visibility of lights.

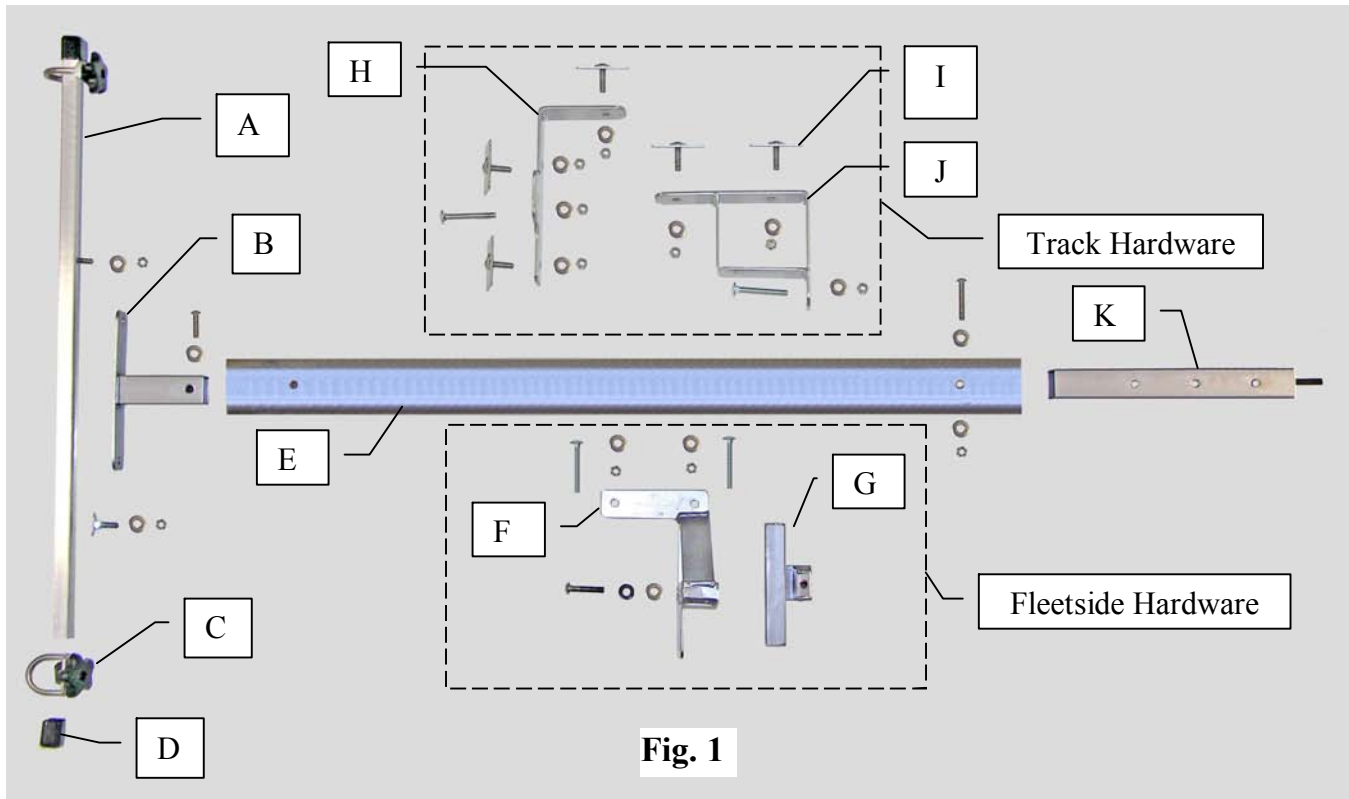
WARRANTY

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. Although the surface of any steel parts is electro-chemically treated to inhibit rust prior to powder-coating, normal outdoor use of your rack will result in scratching and weathering of surfaces, thus exposing the steel to moisture; therefore, maintenance on such parts will be required. To prevent rust, spot paint any scratches or breaks in the surface with a high quality metal paint.

Any returned merchandize must be shipped in the original box and packaged to prevent damage.

See return policies and procedures at http://www.usrack.com/merchandise_return_policy.php

INVENTORY



CONDUCT INVENTORY. Inventory the box to ensure all parts are present as shown in Fig 1, above.

- A. Crossbar (x2) (Photo shows configuration for model 2008-1U with universal clamp)
- B. Connector (x2)
- C. Tie-down (x2)
- D. End Cap (x2)
- E. Leg (x2)
- F. Clamp Top (x1 Front and 1 Rear, **for Fleetside trucks only**)
- G. Clamp Bottom (x2, **for Fleetside trucks only**)
- H. Front Bedrail Bracket (x1, **for trucks with Track Systems only**)
- I. Track Inserts (x5, **for trucks with Track Systems only**)
- J. Rear Bedrail Bracket (x1, **for trucks with Track Systems only**)
- K. Foot (x2)

Hardware for Fleetside beds: 5/16-18 x 1.25" flat top screw (x4); 3/8-16 x 1" button-head hex cap screw (x2); 3/8-16 x 1.5" button-head hex cap screw (x2); 5/16-18 x 2.5" button-head hex cap screw (x2); 5/16-18 x 2.5" carriage bolt (x4); 5/16-18 nylon lock nuts (x10); metal flat washers (x16); nylon washers (x2); Allen wrench (x1).

Hardware for Track beds: 5/16-18 x 1.25" flat top screw (x4); 3/8-16 x 1" button-head hex cap screw (x2); 5/16-18 x 2.5" button-head hex cap screw (x2); 5/16-18 x 2.5" carriage bolt (x2); 5/16-18 nylon lock nuts (x13); metal flat washers (x17); Allen wrench (x1).

ASSEMBLY

You will need a tape measure, pencil, level, and an electric drill with 3/8-inch metal bit.

READ THROUGH ALL INSTRUCTIONS ONCE BEFORE YOU DO ANYTHING!-IT SAVES TIME

Your safety is paramount. Because manufacturing and shipping mistakes can occur, before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory

list and photo and check all welds for signs of cracking or weakness. **If you do not have all the correct parts, if the rack you received does not appear to fit your model truck, or if any parts appear to be defective; STOP and do NOT install the rack.** Contact customer service at 1-888-877-2257 to replace missing or defective parts or answer questions on installation.



IMPORTANT: APPLY AN ANTI-SEIZE LUBRICANT SUCH AS FINISH LINE Ti-PREP TO ALL SCREWS BEFORE ASSEMBLY TO PREVENT THEM FROM SEIZING-UP DURING ASSEMBLY OR DISASSEMBLY. (SMALL TUBE INCLUDED)

Although some of the rack may be assembled when received, when disassembled the rack would appear as in Fig. 1, above.

1. **ATTACH CONNECTOR TO CROSSBARS.** Locate and examine the Crossbars (A) and Connectors (B). Notice that each Crossbar has a slotted channel on one side. This is the bottom of the Crossbar. After removing the end caps (D) slide two flat top bolts into the slot and slide them toward the middle of the Crossbar. Align these bolts with the holes in the top of the Connector. Pass the ends of the bolt through the holes in the top of the Connector and apply a metal washer and nylon lock nut on each as shown in Fig. 2.

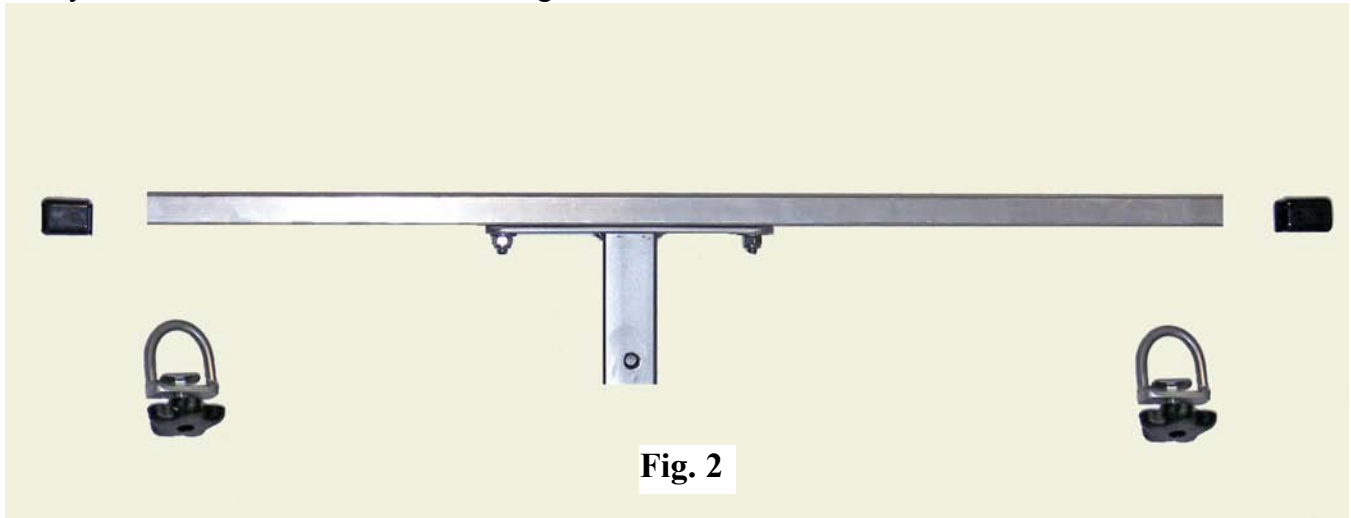


Fig. 2

2. **ATTACH TIE-DOWNS TO CROSSBARS.** Examine the Tie-downs (C) and notice that each contains a flat-top bolt. Orient the Tie-down so that the plastic knob is down and insert the flat-top bolt into the slot in each end of the Crossbar. Push these on a couple of inches and tighten the knobs, then replace the end caps as shown in Figs. 3 and 4.



Fig. 3

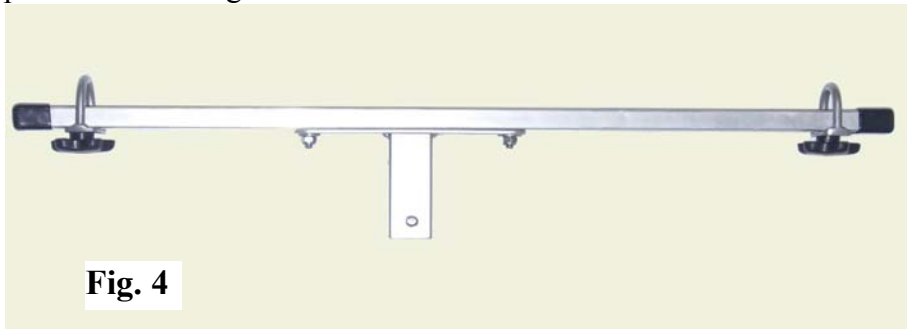


Fig. 4

3. **ATTACH CONNECTORS TO LEGS.** Examine the Legs (D) and notice that there is a hole on each end. One hole passes through both sides near the bottom of the Leg; the other only passes through one side near the top of the Leg. Insert the tubular portion of the Connector down into the

center opening at the top of the Leg in a manner so that the hole in the Connector aligns with the hole in the top of the Leg. Place a nylon washer on a 1" long Button Head Cap screw and thread it through the hole to connect the two parts and tighten firmly with the Allen wrench as in Fig. 5.



Fig. 5

- INSERT FEET.** Examine each Foot (K). Notice that it has three holes and a 5/16" diameter metal peg projecting from the bottom. Slide it into the bottom of the Leg. If you have an extra tall truck or if you want an extra tall rack, align the hole in the Leg with the top hole in the foot. Insert a 5/16-18 x 2.5" button head cap screw with a metal washer on each side of the Leg and a nylon lock nut; tighten these firmly as shown in Fig. 7. If you have a shorter cab or want the rack shorter place the screw in the middle or bottom holes as shown in Fig. 8 or 9.

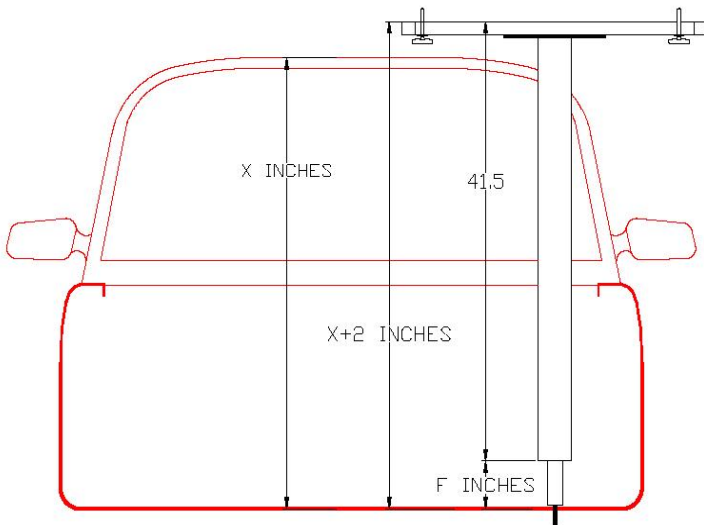


Fig. 6

Fig. 7



Fig. 8



Fig. 9



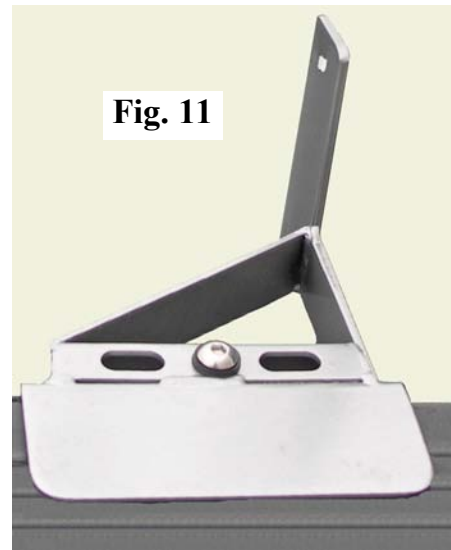
INSTALLATION

- MOUNT CLAMPS TO STANDARD FLEETSIDE BEDRAIL.** (IF YOU HAVE A TRACK SYSTEM AS NOW AVAILABLE ON MANY TOYOTA, NISSAN AND SOME DOMESTIC PICK UPS PROCEED DIRECTLY TO PARAGRAPH 8). IF YOU HAVE A FLEETSIDE BED and do NOT have a track system on your bedrail such as with many newer Toyota, Nissan, or some domestic trucks, examine the Clamp Top (F) and Clamp Bottom (G). Select a location along the PASSENGER side bedrail, and attach one clamp near the front of the bed and one near the rear. Notice that the Clamp tops are a mirror-image pair. Orient the Clamps as shown in Figs. 10 and 11, so that when the Legs are attached they are as far away from each other as possible. To install them, insert each Clamp Bottom under the bedrail so that the rectangular tube with the threaded hole points upward. Next place the Clamp Top on the bedrail so that the rectangular tube of the Bottom projects

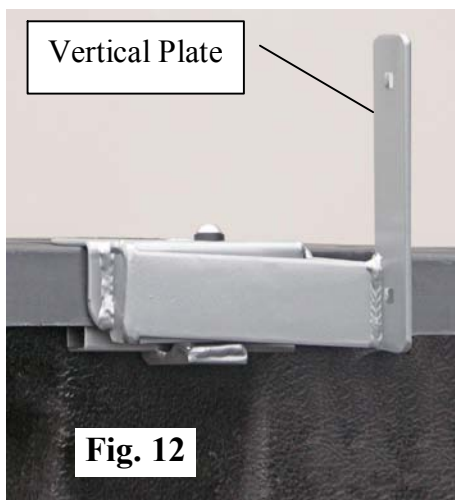
up into the open channel on the bottom side of the Clamp Top. Place a nylon washer and a metal washer on 1.5" button head cap screw and insert it down into one of the holes in the top of the Clamp Top and screw it into the threaded hole in the Clamp Bottom.



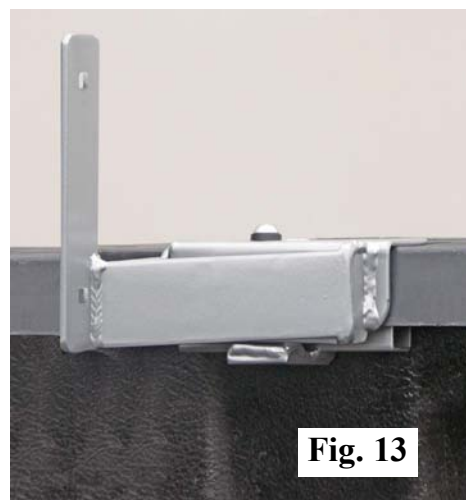
REAR CLAMP VIEWED FROM OUTSIDE BED



FRONT CLAMP VIEWED FROM OUTSIDE BED



REAR CLAMP VIEWED FROM INSIDE BED



FRONT CLAMP VIEWED FROM INSIDE BED

7. **IF APPLICABLE, CUT BEDLINER.** *If you have fleetside bed and an OVER-THE-RAIL bedliner and have purchased a bedliner kit, mark your bedliner below the vertical tube. Using the hole-saw, drill a hole with its center 2-1/2" below the top of your bedliner. When you remove your rack, use the round plastic caps to plug the holes. **Warning:** Be careful that you cut very gently. Drilling through too hard may cause you to scratch your bedrail. Before cutting, pull bedliner back to inspect your bedrail to ensure no obstructions are under the bedrail.*
8. **MOUNT LEG ASSEMBLIES TO CLAMPS.** Each assembled Leg with Foot and Crossbar must be mounted so that it attaches to both the floor of the bed and to the Bedrail Clamps. After ensuring that the Rear Clamp is mounted as far to the rear of the Bedrail as practical, stand the rear assembly up against the back of the Rear Clamp Top so that the square holes in the center of the Clamp Top align with the center of the flat side of the Leg. If the vertical plate (shown in Fig. 12) is not plumb, loosen the Clamp Assembly a little and adjust it until the holes in the plate form a vertical line. Use a level along the side of the Leg to ensure that the rack is plumb to the floor of the bed. Use a pencil to mark the location where the Foot peg contracts the floor of the bed. After checking below the bed to ensure that it is clear of any lines, wires, or other obstructions, drill a hole straight through the bed using a 3/8" bit. Insert the peg down into the hole and then double check the height of the Crossbar

to ensure it is where you want it. Ensuring again that the vertical plate of the Clamp Top is plumb and that the holes align with the center of the Leg, mark the holes with a pencil. It is best to remove the Leg and lay it down on a flat surface and drill the holes at the pencil marks STRAIGHT through the Leg. Reinstall the Leg, align the holes and insert a carriage bolt through each plate. Thread a nylon lock nut with washer on the other end and tighten firmly as in Fig. 14. Attach the front Leg in the same manner so that it appears as shown in Fig. 15.



Fig. 14



Fig. 15

- 9. MOUNT CLAMPS TO TRACK SYSTEM.** (IF YOU HAVE A TRUCK WITH A FLEETSIDE BED PROCEED DIRECTLY TO PARAGRAPH 12). IF YOU HAVE A TRUCK WITH A TRACK SYSTEM on your bedrail such as with many newer Toyota, Nissan, and some domestic makes, examine the Front Bedrail Bracket (H), Track Insert (I), and Rear Bedrail Bracket (J). If there are plastic caps in the ends of the rails, temporarily remove them. Slide two Track Inserts into the end of the track that runs along the front of the bed from the passenger side of the vehicle. Place one Track Insert into the front of the track on passenger side bedrail and place two Track Inserts into the back of the track. Attach the Rear Bedrail Bracket by passing the threaded ends of the Track Inserts through the holes and then threading on the nylon lock nuts with metal washers so they appear as shown the Fig. 16. Attach the Front Bedrail Bracket by inserting the threaded ends of the Track Inserts through the holes and then threading on the nylon lock nuts with metal washers on so they appear as shown the Fig. 17.

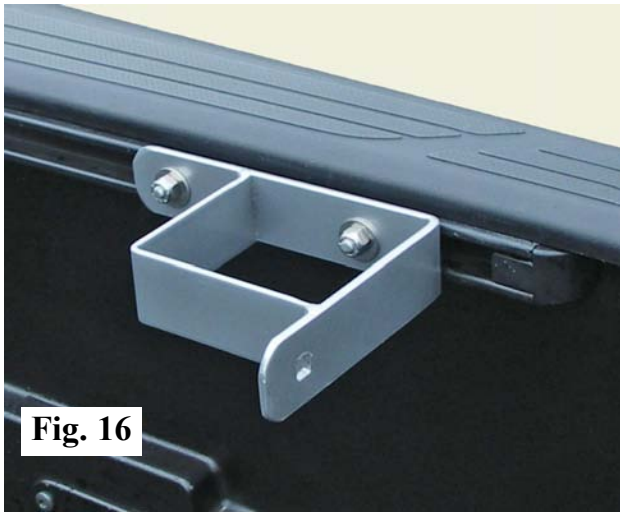


Fig. 16



Fig. 17

- 10. MOUNT LEG ASSEMBLIES TO BRACKETS.** Each assembled Leg with Foot and Crossbar must be mounted so that it attaches to both the floor of the bed and to the Bedrail Brackets. After ensuring that the Rear Bedrail Bracket is mounted as far to the rear of the Bedrail as practical, stand the rear Leg assembly up against the back of the Rear Bracket so that the square hole in the center of the Bracket aligns with the vertical mid-line of the flat part of the Leg. Use a level along the side of the Leg to ensure that the rack is plumb to the floor of the bed. Use a pencil to mark the location where the Foot peg contracts the floor of the bed. After checking below the bed to ensure that it is clear of any lines, wires, or other obstructions, drill a hole straight through the bed using a 3/8" bit. Insert the peg down into the hole and then double check the height of the Crossbar to ensure it is where you want it. Ensuring again that the hole aligns with the center of the Leg, mark the hole with a pencil. It is best to remove the Leg and lay it down on a flat surface and drill the hole at the pencil marks STRAIGHT through the Leg. Re-install the Leg, align the holes and insert a carriage bolt through the Bracket. Thread a nylon lock nut with washer on to the end of the screw and tighten firmly as in Fig. 18. Attach the front Leg in the same manner. **NOTE: The Toyota Tacoma already has a drain hole located in the floor of the bed. You may be able drill this hole out a little bigger and use this as the peg hole to secure the bottom of the foot.**

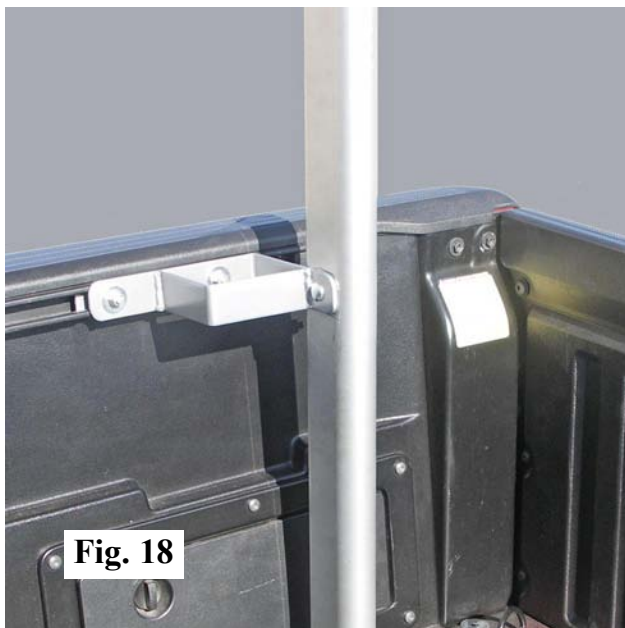


Fig. 18



Fig. 19

DRILL LEG HOLE IN THE FLOOR OF THE TRUCK BED. Take one of the assemblies and place it in the front of the bed next to the front Base. Allow the leg to slide down until it is about half way out of the assembly. Notice that there is a plate that projects out at a 15 degree angle from the vertical face of the Base; the plate contains a threaded hole. Place the bottom of the Leg on the floor beneath this hole and lean the Spine against the Base in such a way that the Leg is centered on the hole and the 15-degree edge is parallel with the Leg. This will cause the bottom of the Leg to be several inches from the wall of the bed and for the Spine to lean against the bedrail of the truck at about 15 degrees as shown in FIG. 9. Use a level to ensure that although the Spine leans against the side of the truck at about 15 degrees in one plane it remains vertical and parallel to the front wall of the cargo box. Use a level also to adjust the angle of the Spine to ensure that the Arm is horizontal to the ground as shown in Fig. 9. Once the Arm is level, mark the bottom of the Leg with a pencil and drill a 3/8 hole in the floor with an electric drill, ensuring first that there are no tanks, lines or wiring under the floor at that location that might be damaged.

12. ADJUST AND TIGHTEN. Before using your rack or driving your vehicle ensure that all parts are properly seated and attached. Ensure that the Crossbar is adjusted so that it is approximately centered. It should be adjusted so that no portion of the crossbar or load extends beyond the side view mirrors of the Truck and the center of the crossbar is no more than 6 inches from the center of the Leg. After all the parts are adjusted, tighten all fasteners firmly enough to ensure they cannot vibrate loose, but not so firmly that threads are stripped or parts are damaged. **When loading cargo, secure any cargo straps to the Tie-downs ON THE CROSSBAR. If you wish to use supplementary ropes or straps to further secure the cargo, ensure that the force of the ropes or straps does not substantially increase the load pulling down on the Crossbars. This is particularly important as it relates to pull the Crossbars down on one side or pull the Legs to the left or right or to the front or rear.**

