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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 Rail Rack Model 2007-2B for use only upon the pickup trucks that have conventional fleetside bedrails. 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. The manufacturer 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. **The manufacturer 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

This product is 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. The manufacturer **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/merchandise_return_policy.php

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.

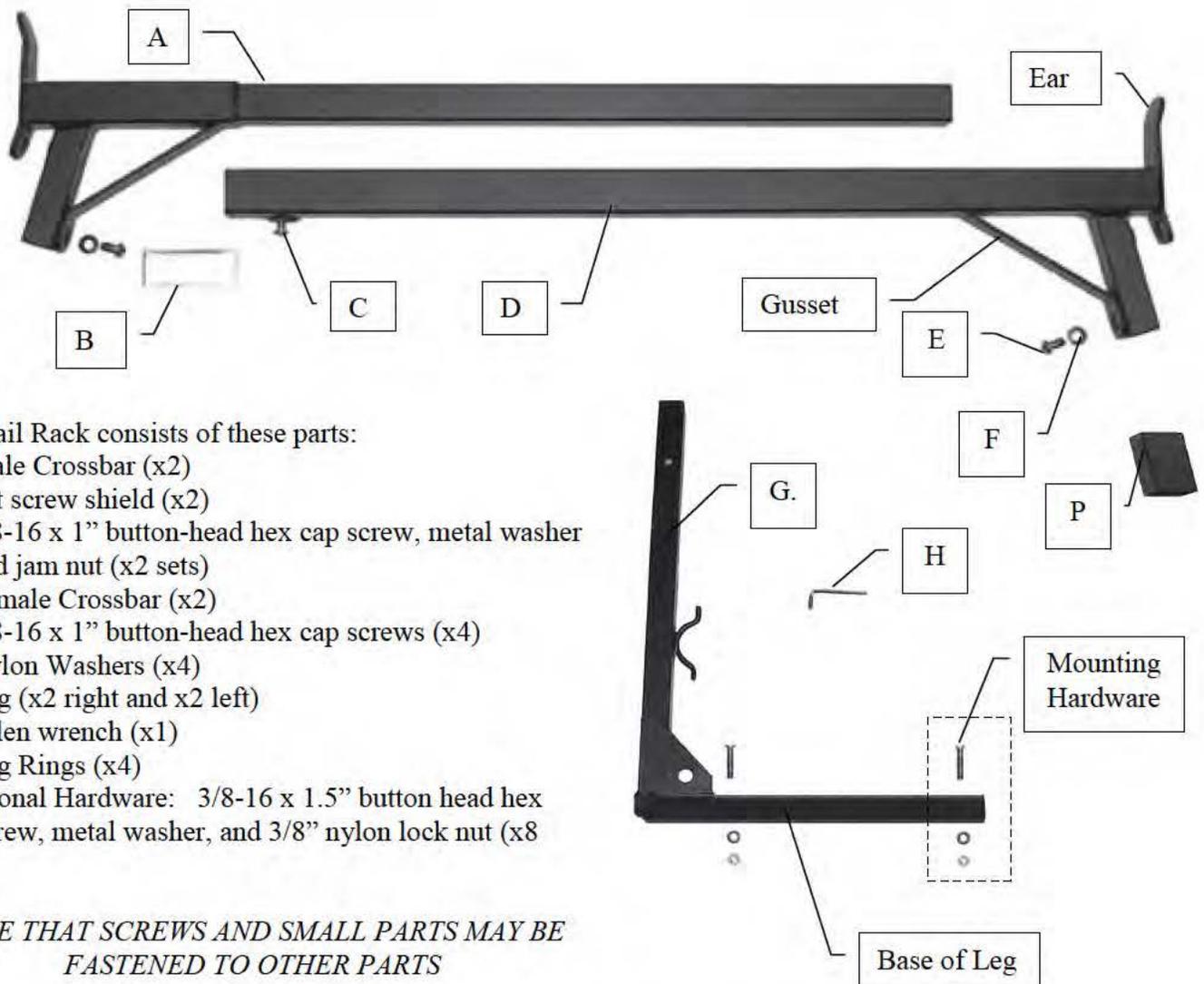


Fig. 1

The Rail Rack consists of these parts:

- A. Male Crossbar (x2)
- B. Set screw shield (x2)
- C. 3/8-16 x 1" button-head hex cap screw, metal washer and jam nut (x2 sets)
- D. Female Crossbar (x2)
- E. 3/8-16 x 1" button-head hex cap screws (x4)
- F. Nylon Washers (x4)
- G. Leg (x2 right and x2 left)
- H. Allen wrench (x1)
- P. Leg Rings (x4)

Additional Hardware: 3/8-16 x 1.5" button head hex cap screw, metal washer, and 3/8" nylon lock nut (x8 sets);

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

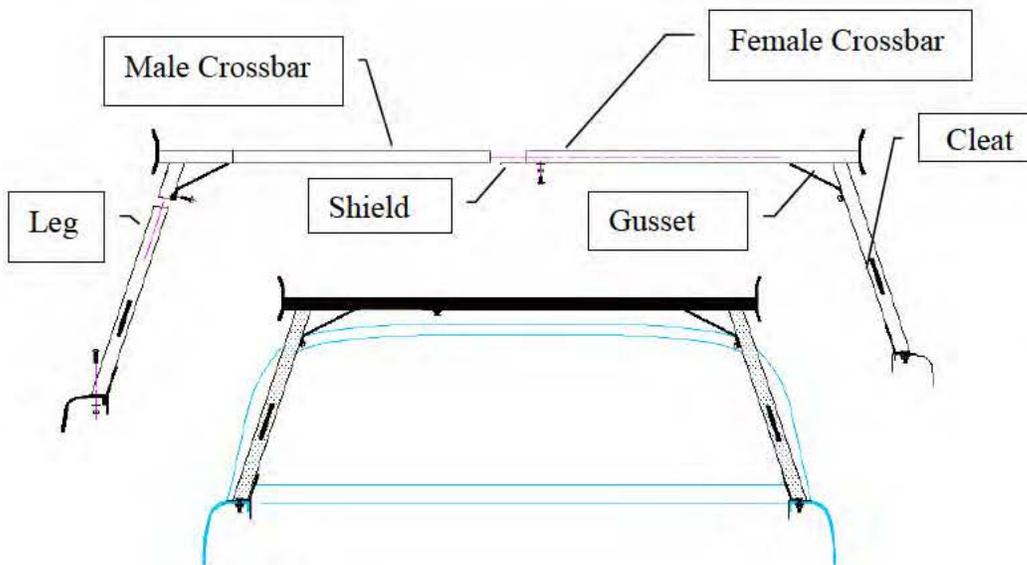


Fig. 2



Fig. 3

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 side (D) of the Crossbars. Assemble them by inserting the male side into the female side so the gussets are on the bottom as shown in Fig. 2. If you have a truck with an extra tall cab (over 24" high above the bedrail), place the Leg Ring (P) on the tube projecting down from each Crossbar so that the top of the ring is flush with the bottom of the Crossbar.
2. **Attach Crossbars to Legs.** Pick up and examine the Legs (G), which are mirror images of each other. Notice that there are two holes at the top of each Leg. Slide a Leg onto the tube projecting down from each Crossbar as far as it will go. Align the hole in the bottom of the gusset with the top hole in the Leg if you have added the Leg Ring or the bottom hole in the Leg if you have not. Ensure that the base of both Legs point in the same direction. Place a nylon washer onto a 1-inch long screw, push it through the hole in the bottom of the gusset 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.

INSTALLATION

3. **Place the Rail Rack onto Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up one Rail Rack assembly (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 the long ends 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 slots (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 one of these slots into the inserts in stake pockets.*
4. **Screw into Bedrails.** Notice that there are three round holes drilled into the TOP of the base of each Leg. There are two sets of screws, washers, and nuts for each Leg. Examine the bedrail and the area under the bedrail to see how it is configured. Select two of the three holes to attach the rack to the bedrail, where the area under the bedrail is clear of reinforcing sheet metal and is accessible so that after each hole is drilled, the end of the screw will be exposed and the washer and nylon lock nut can be attached. If you have an over-the-rail bed liner, you will have to remove or cut the bed liner to examine and access the area. Using an electric drill with a 3/8" bit, drill down through two of the pre-drilled holes in the base and through the truck bedrail to an accessible location. Apply hardware as in Fig. 2. *Note: If the predrilled locations on the base are not ideal and you wish to drill holes at locations other than the predrilled holes, ensure that the screws are placed at least 8 inches apart.*



Fig. 4

5. **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. 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.5. 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. Now tighten the jam nut until it is tight against the crossbar to prevent the screw from coming loose. If the screw comes loose, the rack cannot come immediately off the truck, but the screw should be replaced promptly anyway.
6. **Install the Back Section of the Rack.** Install the back section in the same manner as the front. When installed, as shown in FIG. 6, 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.

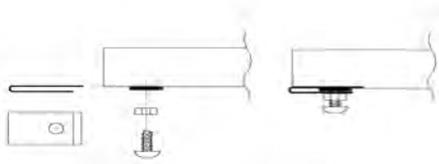


Fig. 5



Fig. 6

7. **Adjust height of crossbar.** If you find that the height of your rack is not the height you wish, you may adjust the height by adding or removing the Leg Rings from either the front, back, or both sections of the rack. Figs. 7 thru 9 show the Crossbar with no Leg Ring, with Leg Ring partially installed, and with Leg Ring installed.



Fig.7



Fig.8



Fig.9