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

INSTRUCTIONS for WINDSTREAMER TRUCK 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 (for these use model 2010-3FSR or 2010-3FST) or that have bedrail track systems such as the Nissan Utili-track, Toyota Deckrail, or Dodge utility track system (for these use model 2010-3TRA or 2010-3FRT). Both models of this rack are 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 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.

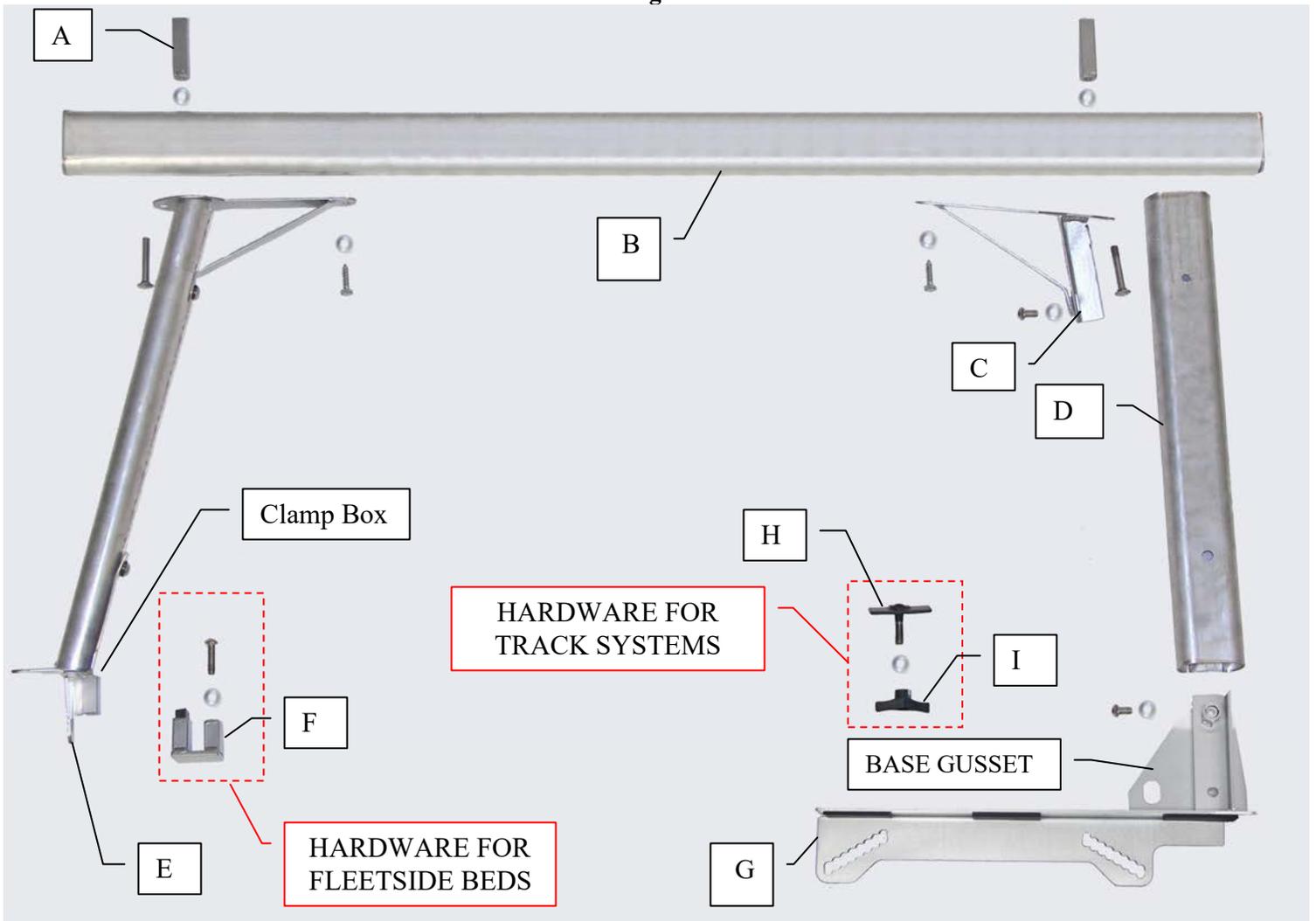
WARRANTY

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 component 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 Windstreamer Rack consists of these parts:

- A. Nut Tube (x4)**
- B. Crossbar (x2)**
- C. Crossbar Gusset (x4)**
- D. Leg (x4)**
- E. Base for Fleetside Beds only (x4)**
- F. Clamp Bottom for Fleetside Beds only (x4)**
- G. Base for Trucks with Track Systems only (x4)**
- H. Track Insert for Track Systems only (x8)**
- I. Locking Wing Knob for Track Systems only (x8)**

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

HARDWARE FOR FLEETSIDE BEDS ONLY: Allen wrench (x1); 13/32" drill bit (x1); 9/32" drill bit (x1); 3/8-16 x 2.75" carriage bolts (x4); 3/8 x 1.5" Lag Screws (x4); 3/8-16 x 1" button head hex cap screw (x8); 3/8-16 x 1.75" button head cap screw (x4); metal washers (x20).

HARDWARE FOR TRACK SYSTEMS ONLY: Allen wrench (x1); 13/32" drill bit (x1); 9/32" drill bit (x1); 3/8-16 x 2.75" carriage bolts (x4); 3/8 x 1.5" Lag Screws (x4); 3/8-16 x 1" button head hex cap screw (x8); metal washers (x24).

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!



- Attach Crossbar Gussets to Crossbars.** Examine the Crossbars (B) and Crossbar Gussets (C). Notice that the Crossbars have a generally flat surface on two sides. These flat surfaces will be oriented up and down. Notice each Crossbar Gusset contains a plate that includes a square hole in one end and welded to an angular projection and a flat bar brace. The plate containing the square hole must be mated against the flat surface on each end of the crossbars and connected by the use of screws.

In order to find where to attach the Gussets to the Crossbars, it is necessary to first measure the width of your truck bed, where you intend to place the rack. Measure from the **INSIDE** edge of the bedrail on the driver side to the **INSIDE** edge of the bedrail on the passenger side. If you have a track system, measure the closest distance between the tracks. *Caution: Many pickup beds are narrower at the rear of the bed than at the front, so separate measurements must be taken near the front of the bed and near the rear.*

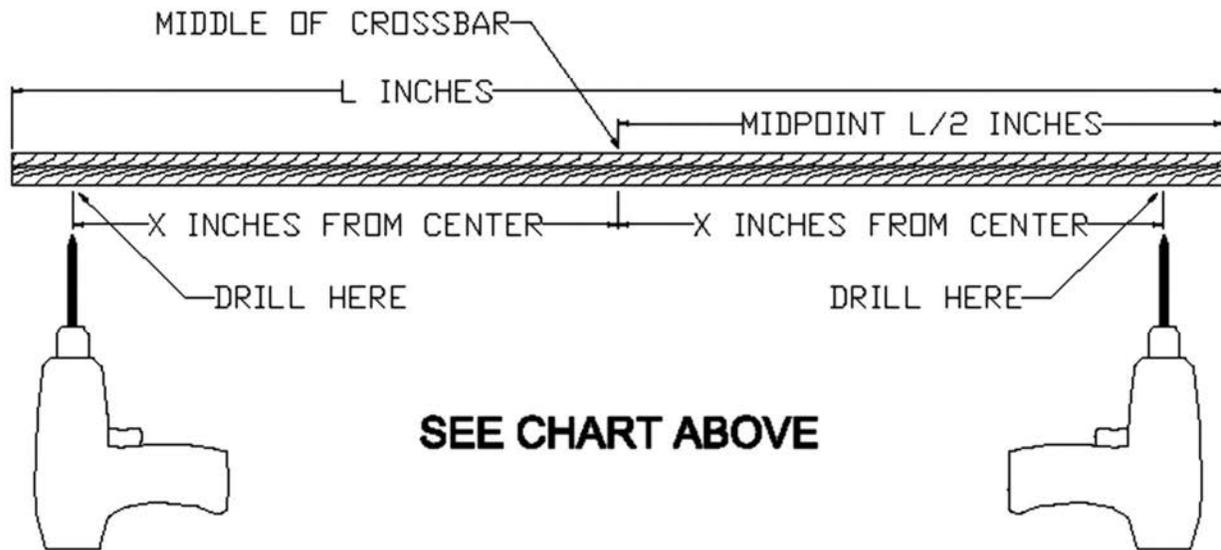
After measuring the width of the bed you will measure and make a pencil mark at the center of your crossbar in the middle of one of the flat surfaces. You will then measure and make a second mark near each end of the crossbar. Use the chart below to determine how far from the center mark you should make your others marks.

WIDTH OF TRUCK BED	DISTANCE FROM MIDDLE	DISTANCE BETWEEN HOLES
DODGE RAM uses Tall Rack 65-66 inches	28.75	57.5
FORD SUPER DUTY uses Tall Rack 64-65 inches	28.25	56.5
OTHER TRUCKS		
Reg Height Rack 62-63.5 inches	28	56
Reg Height Rack 60.5-62 inches	27.25	54.5
Reg Height Rack 59-60.5 inches	26.5	53
Reg Height Rack 57.5-59 inches	25.75	51.5
Reg Height Rack 56-57.5 inches	25	50
Reg Height Rack 54.5-56 inches	24.5	49

For instance, if you have a 2008 Ford F-150 and measure your bed at 62.5 inches wide, you will measure out from the center and place a mark at 28 inches. The marks on each end should then be 56" inches apart. (SEE DIAGRAM BELOW).

After making your marks use the **13/32"** bit in an electric drill to make a hole all the way through the crossbar from the center of one flat side to the other. Before drilling you may wish to use a punch to indent where you will drill the hole and make sure that it is centered on the tube. Be careful to drill at right angles straight through the tube.

DRILLING CROSSBAR



After drilling the holes, connect the Gussets to the Crossbars by aligning the square hole in each Gusset with the holes in the Crossbars and inserting a carriage bolt through the square hole until it protrudes through to the other side of the Crossbar. Place a metal washer and little anti-seize grease on the end of the bolt, then place a Nut Tube (A) on the end of the bolt and tighten loosely. Rotate the Gussets until the length of each Gusset aligns with the Crossbar and the round hole in the end of each Gusset is in the middle of the Crossbar. Make a pencil mark at the center of each hole. Now rotate the Gussets out of the way and using the $9/32$ " bit and the electric drill, make a pilot hole at the mark. **CAUTION: drill through the aluminum wall and down into the wood ONLY about 1.25"**. Do NOT drill all the way through the crossbar. The purpose of the pilot hole is only to guide and to make room for the lag screw so it doesn't split the wood. Drilling more than about 1.25" is counter productive.

Now reassemble with Gussets attached at one end with the carriage bolt and Nut Tube. Align the round hole in gusset with the pilot hole, then place a metal washer on the end of a lag screw and twist it into the pilot hole. Tighten both the Nut Tube and lag screw firmly, but not so firmly that you strip metal threads or the wood.

- Attach Legs to Crossbar Gussets.** Examine the Legs (D), and notice that there is a hole near the top of each Leg and a hole near the bottom. Slide a Leg onto the angular end of each Crossbar Gusset so that the hole closest to the end of the Leg is pointed toward the inside of the Crossbar. If the hole in the Leg does not align with the hole in the Gusset, flip the Leg around and try the other end. Place a metal washer on a 1" button head cap screw and after applying some anti-seize grease, thread it through the two holes at the top of the Leg. Use the Allen wrench to then tighten firmly.
- Attach Bases to Legs.** Examine the Bases (E) or (G). Bases for a conventional fleetside bed look like (E) and contain a clamp box projecting from the side of the Base. They work in conjunction with Clamp Bottom (F). Bases for trucks with track systems look like (G) and work with parts H, I, J, and K. Notice that both types of Bases have an angular projection on one end that contains two threaded holes. Slide the end of the angular projection into the bottom of the Leg so that the hole in the Leg aligns with the threaded holes in the projection. Place a metal washer on a 1" button head cap screw and after applying some anti-seize grease, thread it through each of the two holes at the top of the Leg. Use the Allen wrench to then tighten firmly.

INSTALLATION

4. **Place the Windstreamer onto Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up one Windstreamer assembly (assembled Crossbar, Legs, and Bases) and step carefully up into the bed and approach the front of the bed. 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.
5. **If you have a Truck with Conventional Bedrails, Clamp the Rack to the Bedrails.** *For this installation you should have Windstreamer Truck Rack model 2010-3FSR or 2010-2FST and you will NOT have parts H and I, shown in Fig. 1.* 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. Notice that the bottom of the box is open and the top has two oblong holes and a round hole. 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 (F) and insert the side with the threaded hole up into the bottom of the clamp box while simultaneously inserting the side 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 along the rail until the clamp bottom and a hole can be aligned. Place a metal washer on a 1.75-inch long screw, add a little grease, and pass the screw 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. When completed each Base should be clamped to the bedrail as shown in Fig. 2, 3 and 4.



Fig. 2



Fig. 3



Fig. 4

6. **If you have a Truck with a Track System, Attach the Rack to the Track.** *For this installation you should have Windstreamer Truck Rack Model 2010-3TRA or Model 2010-3FRT. Your rack should NOT have a clamp box on the Base and you will NOT have part F.* See FIGS. 5, 6, 7, and 8. Notice that the slotted holes hang down over the center of the track on the inside of your bedrail. You will connect the Base to your trucks track system with inserts that go into the tracks. To accomplish this first slide two Track Inserts (H) into the end of each track, then after applying some anti-seize grease move two of them to a location near each Base. Lift up one side of the rack, and set it gently on the top of the bedrail, then go to the other side and carefully slide the Base toward the midline of the truck just enough to allow you to slide the inserts under the Base until they align with the slotted holes. Starting with the slot farthest from the Leg, insert the threaded shaft of each Insert through the slots in the Base. Each insert should be placed into the highest position into which it can fit, and that will also allow it to remain level when seated in the hole. After both Inserts are set into the Base on one side of the rack, place a metal washer on the end of each insert and then screw a plastic Locking Wing Knob loosely on the end. See Figs. 5, 6, 7, and 8.



Fig. 5



Fig. 6



Fig. 7



Fig. 8

To install the Track Inserts on the other side it will be necessary to temporarily compress the rack by gently pushing the Base and Leg just enough to allow you to slide the Inserts into position behind the Base. Fit the end of each threaded stud through the slots in the Base. Start by inserting the threaded stud into the slot on the side of the Base farthest from the Leg. After it has been inserted into the slot the stud should be pushed up to the highest position into which it can be placed so the rack can sit down flat on the bedrail. After both Inserts are set into the Base, place a metal washer on the end of each insert and then screw a plastic Locking Wing Knob loosely on the end. These knobs have a nylon ring designed 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 become worn, they can be replaced with standard nylon lock nuts. **NOTE: The nylon rings in the knobs are VERY stiff, so during the initial installation make sure you apply lubricant first and twist firmly to get through the nylon ring.**

7. **Install the Back Section of the Rack.** Install the back section in the same manner as the front. When installed, as shown in Figs. 9 and 10, both sections of the rack should sit firmly on the bedrails without moving. Loads can be roped or strapped to the holes in the gussets at the base of the Legs, or two the optional rope cleats on the Legs if installed. 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. 9



Fig. 10