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

INSTRUCTIONS for DUAL 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 upon pickup trucks that have conventional fleetside bedrails (MODEL 2009-3FS) or that have bedrail track systems such as the Nissan Utili-track, Toyota Deckrail or Dodge, Ford or Chevy cargo management track system (MODEL 2009-3TRA) or any conventional metal fleetside or stepside bedrails (MODEL 2009-3B). This rack is designed to carry canoes and kayaks but can also carry ladders, lumber, or other cargo not exceeding 300 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 100 lbs. is concentrated on any space less than 12 inches wide along either crossbar or where a force of over 150 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 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. Merchandize 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.

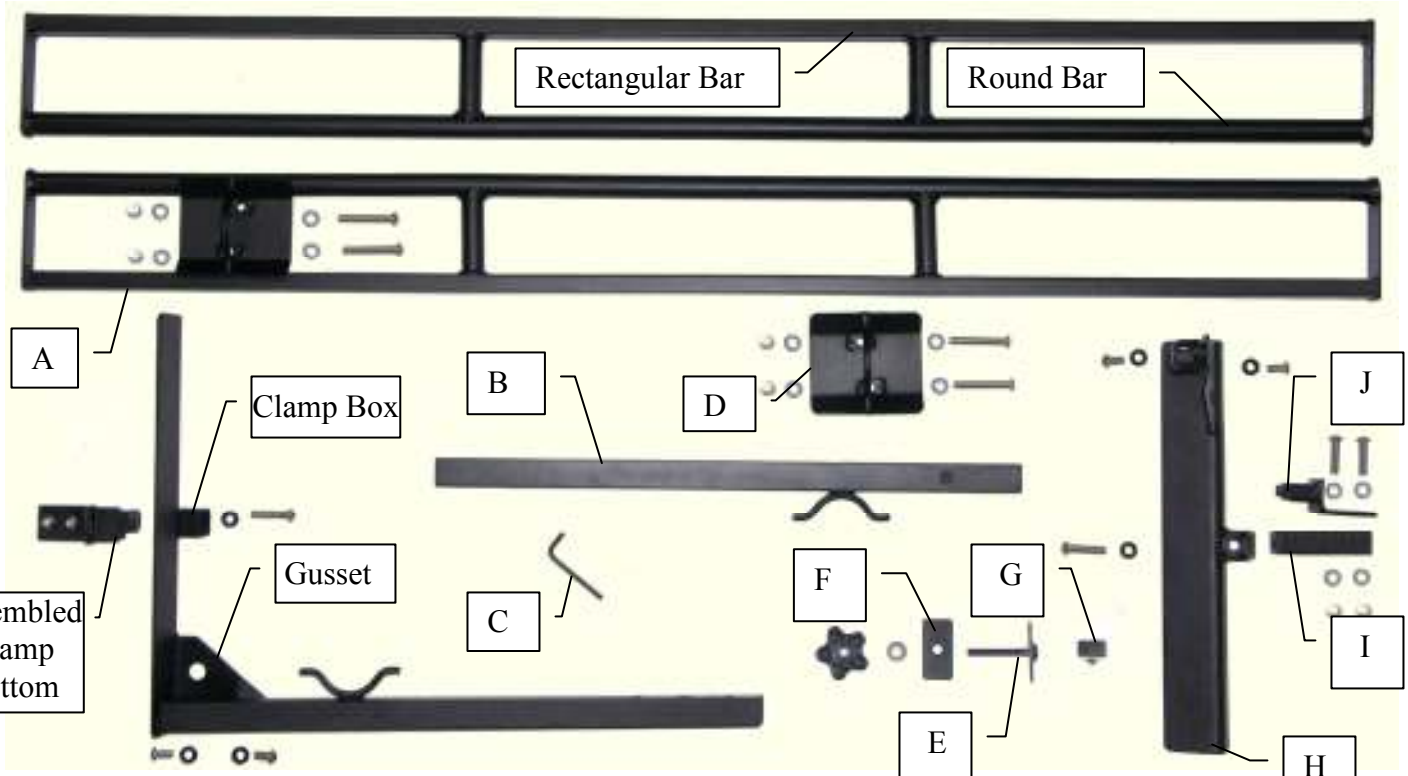

Fig. 1

The Dual Rack that bolts onto the bedrails, **Model 2009-B**, consists of these parts:
A. Dual Crossbar (x2) B. Leg (x4)
C. Allen wrench (x1) D. Grip Plate (x2 left and x2 right)
H. Base (x2 left and x2 right)
ADDITIONAL HARDWARE: 3/8-16 X 2.5" button head cap screw (x8); 3/8-16 X 1.75" button head cap screws (x8); 3/8-16 X .75" button head cap screw (x8); nylon lock nuts (x16); nylon washer (x18); metal washers (x32)
NOTE THAT SCREWS AND SMALL PARTS MAY BE FASTENED TO OTHER PARTS

The Dual Rack for Fleet side Trucks, **Model 2009-3FS**, consists of these parts:
A. Dual Crossbar (x2) B. Leg (x4)
C. Allen wrench (x1) D. Grip Plate (x2 left and x2 right)
H. Base (x2 left and x2 right) I. Clamp Tube (x4)
J. Cushion Casing (x4) (only for trucks with standard bedrails)
ADDITIONAL HARDWARE: 3/8-16 X 2.5" button head cap screw (x8); 3/8-16 X 1.75" button head cap screw (x12); 3/8-16 X .75" button head cap screw (x8); nylon lock nuts (x16); nylon washers (x12); metal washers (x32)
NOTE THAT SCREWS AND SMALL PARTS MAY BE FASTENED TO OTHER PARTS

The Dual Rack for Trucks with Track Systems, **Model 2009-3TRA**, consists of these parts:
A. Dual Crossbar (x2) B. Leg (x4)
C. Allen wrench (x1) D. Grip Plate (x2 left and x2 right)
E. Track Insert (x4) (only for trucks with track systems) F. Widening Plate (x4) (Not needed for Toyotas)
G. Safety Block Set (x2) (only for trucks with track systems) H. Base (x2 left and x2 right)
I. Clamp Tube (x4)
ADDITIONAL HARDWARE: 3/8-16 X 2.5" button head cap screw (x8); 3/8-16 X 1.75" button head cap screw (x4); 3/8-16 X .75" button head cap screw (x8); nylon lock nuts (x12); nylon washer (x12); metal washers (x20)
NOTE THAT SCREWS AND SMALL PARTS MAY BE FASTENED TO OTHER PARTS

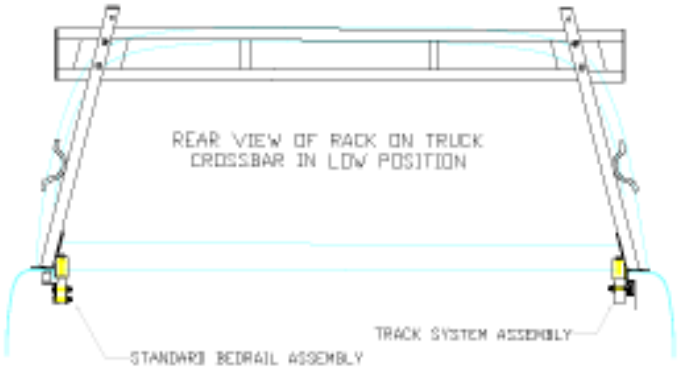

Fig. 2

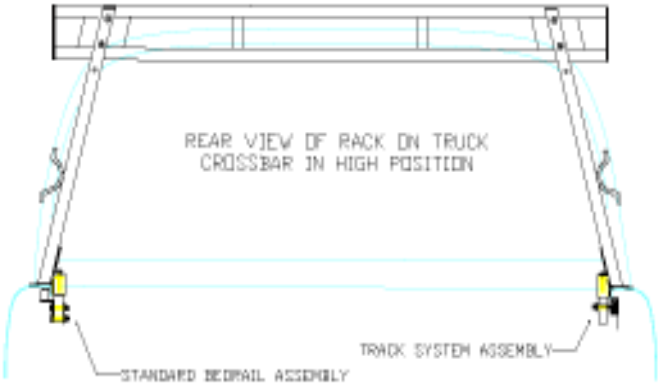

Fig. 3

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

1. **Attach Legs to Bases.** After you have inventoried and inspected all parts, examine the Legs (B). Notice that there are three holes near the top and two holes near the bottom. Next examine the Bases (H) and notice that near one end there is a tubular projection containing two threaded holes. Welded to the side of each Base there is also a Clamp Box with a hole in the top. Attach the Leg to the Base by sliding the bottom of the Leg over the top of the tubular projection so that the holes at the bottom of the Leg align with the holes in the projection. Place nylon washers on two 1" long button-head cap screws. Thread one screw into the hole at the very bottom of the Leg, and pass the other through the hole in the top of the gusset, and thread it into the other hole in the Leg. Tighten both firmly with the Allen wrench. After attaching all Legs to Bases notice that the assemblies form two mirrored pairs.
2. **Attach Cushion Casing to Clamp Tube (Only for trucks with standard bedrails).** If you have a truck with conventional fleet side bedrails and do not have an accessory track system, you will need to attach the Clamp Tube (I) to the Cushion Casing (J). Examine the Clamp Tubes and notice that there are three holes in the side and one at the top. Examine the Cushion Casing and notice that the casing contains a rubber nub designed to contact the underside of the truck bedrail. Examine the Track Insert (E) and notice that it is a T-shaped part that has a threaded 3/8-16 spindle welded to a flat metal plate. Align the two holes in the Casing with the two bottom holes in the side of the Clamp Tube. Insert the end of the Spindle through one of the sets of aligned holes, passing it first through the Casing and then through the Clamp Tube. Place a metal washer on the end and then screw a nylon lock nut firmly on the end of the spindle. Apply a 2" long button-head cap screw with washer and locknut similarly to the other hole. Tighten both firmly.
3. **Loosely attach the Crossbars to Legs**. Lay one of the crossbars (A) on the ground. If you intend to use Thule brand accessories, place it so that the rectangular bar is further away from you and the round bar is closer to your feet; otherwise, place the rectangular bar closer to your feet. Examine the Grip Plates (D) and notice that if you place them down on the flat side so that the Metal Loop is pointing upward, the hole pattern either leans to the left or leans to the right. Place a Grip Plate with the handle up on each Crossbar near the left end of each Crossbar as shown in Figure 1 above. Make sure that the hole pattern leans toward the center. Place another Grip Plate with the opposite hole pattern on the right side of the Crossbar so that this hole pattern also leans toward the center. Next place a metal washer over the end of two 2.5" button head cap screws and insert them through the second and third holes at the top of each Leg so that they protrude and point in the same direction as the base. Slip each Leg under the Crossbar so that the screws are pointing skyward and are located in the space between the round and rectangular bars. Holding a Grip Plate by the "handle" place it down over the screws until the ends of the screws pass through the holes in the plate. Place a metal washer and a nylon lock nut on each screw and tighten until the plate is drawn loosely against both bars as shown in Figs. 4 and 5. After having attached both legs to both crossbars, they should be configured as shown in Figs. 2.

Fig. 4

Fig. 5

Fig. 6

4. **Assemble the Clamp Bottom.** If you have a rack with conventional fleet side bedrails you will need to examine the Clamp Bottom Assembly which includes the Clamp Tube (I) and the Cushion Casing (J). Assemble them together using two 3/8-16 x 1.5" button head cap screws so that the heads of the screws are below the rubber cushion as shown in Fig. 6.

INSTALLATION

5. **Place the Rack onto the Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up one assembly (a mated Crossbar and two legs) and step carefully up into the bed and approach the front of the bed. Since you have not yet firmly tightened the screws in the grip plate, the Legs should slide along the Crossbar. Slide the Legs and Grip Plates along 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 each Leg is at the front corners of the truck bed.
6. **If you have Rack Model 2009-3B, attach Base of Rack to the Bedrails.** *For this installation you will not need E, F, G, I or J.* 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 notice that there are three holes provided in the top of the base of the rack.. Your rack should included eight 1.75-inch long button head cap screws with nuts and washers for the purpose of attaching the rack to the bedrail of your truck. To install your rack you will be drilling through the bedrail of the truck at the location of two of the three predrilled holes in the base of the rack. **Before you drill, however, check the bottom side of your bedrails to ensure that where you intend to drill the screws will be able to pass through the bedrails allowing you to apply washers and nuts to them.** If clear for drilling, select the holes near the ends of the Bases and mark them with a pencil. If not clear, you may use the center hole in combination with one of the other holes. If the predrilled holes are unsuitable you may have to move the location of the rack or drill new holes through the base of the rack. Using an electric drill with a 3/8" diameter bit, drill the holes and install 1-3/4" long button head cap screws with washers and nylon lock nuts, ensuring that the rack is bolted securely to the bedrails. See Fig. 7 and 8, below.

Fig. 7

Fig. 8

7. **If you have a Rack Model 2009-3FS and Fleet Side bedrails, Clamp the Rack to the Bedrails.** *For this installation you will employ parts I and J, but you will not need E, F, or G.* Notice that the bottom of the box is open and the top has a hole. In order to clamp the base to the bedrail, pick up a clamp bottom 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. Place a nylon washer on a 1.75-inch long screw and pass it down through the hole in the top of the clamp box until it engages the threads in the clamp tube. 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. See Figs. 9, 10, and 11, below.

Fig. 9 

Fig. 10 

Fig. 11 

8. **If you have a Truck with a Track System, Attach the Rack to the Track.** *For this installation you will employ parts E, and I, but you will not need J.* Figures 12 thru 15, below, show the Leg and Base of the rack sitting on the bedrail of a Toyota Truck with Deckrail system. Although Nissan, GM, Ford, and Dodge have different track systems, the method of installation is the same as for the Toyota Deckrail. Place the Leg/Base assembly on the bedrail as shown in FIG. 10. From the end of the rail slide Track Inserts (E) into the track until one is located beneath each Base. If you have a Nissan, GM, or Ford Track system, before sliding the Insert into the track, place the Widening Plate (F) over the threaded spindle to make the Insert wider so it will fit your track. **If your insert can be pulled out through the opening in the rail, the insert does not fit. Do NOT attempt to install the rack if the insert does not properly stay in the track. Call customer service at 1-888-877-2257 for assistance.** Examine the Clamp Boxes on each Base and notice that the bottom of each Box is open. Pick up a Clamp Tube and insert the side with the threaded hole up into the bottom of each Clamp Box so that the three holes on the side face toward you. Place a nylon washer on a 1.75-inch long screw and pass the end down through the hole in the top of the Clamp Box until it engages the threads in the Clamp Tube. Tighten the screw with an Allen wrench until the top hole in the side of the Clamp Tube is about level with the end of the threaded spindle of the Track Insert as shown in FIG. 13. Slide the Track Insert over and insert it into the top hole as shown in Fig. 14. Place a metal washer and a nylon lock nut on the end of the spindle and tighten the nut firmly. Using the Allen wrench, tighten the screw in the top of the Clamp Box until the Base is held securely down to the bedrail. Do NOT tighten so much, however, that it damages or distorts the deckrail track or pulls it up or away from the side of the bed. When completed, the mounted rack should appear as in FIG. 15.

Fig. 12 

Fig.13 

Fig. 14 

Fig. 15 

9. **Adjust and Lock the Crossbar**. After attaching the rack to the bedrails, check to see if the angles of the Legs and the distance between where the top of the Legs intersects the Crossbar are the same on each side. Also check the height of the rack. If the rack is too short or too tall, the screws holding the Crossbar to the Legs can be changed to the other holes. After the parts are properly centered tighten the screws holding the Legs to the Grip Plates firmly until there is no movement when moderate pressure is applied to the side of the Crossbars.
10. **Install the Back Section of the Rack.** Install the back section of the rack in the same manner as the front. When installed, as shown in FIG. 16, both sections of the rack should sit firmly on the bedrails without moving. If the crossbar is lower than you would like, you may remove the Grip Plates and raise them up using the top holes in the Legs as shown in Fig. 17. After the Crossbars are at the proper height, tighten the screws and nuts in the Grip Plates firmly, so that the crossbars are held firmly. Threaded parts should be tightened well, but not so tightly that the threads are stripped or parts damaged. 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 weather 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. 16

Fig. 17

11. **Insert Safety Blocks.** FIGs. 18 thru 20 show the plastic Safety Block being inserted into the back end of each track. These show the Toyota deckrail and a white block (for better visibility). Remove the screw and washer from the block and insert a block into each track. The purpose of the block is to ensure the Track Inserts cannot slide out the rear end of the track. Notice that there is an oblong hole in the bottom of the Toyota deckrail. Insert a screw with washer through the oblong hole and thread it up into the hole in the bottom of the block; tighten firmly. Nissan and Dodge trucks have no hole in the bottom of the track; so it is necessary to first drill a 1/4-inch hole centered in the bottom of the track 1 inch from the back end of the track to insert the screw.

Fig. 18

Fig. 19

Fig. 20