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

INSTRUCTIONS for CLIPPER 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 with Clipper Truck Rack model 2013-2FS for pickup trucks that have conventional fleetside bedrails, with truck rack model 2013-2TRA for Toyota Trucks with track systems and the Nissan Titan with Utili-track System, and with model 2013-2FRT for the Nissan Frontier and GM, and Ford trucks with Cargo Management track systems. All truck rack models 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.

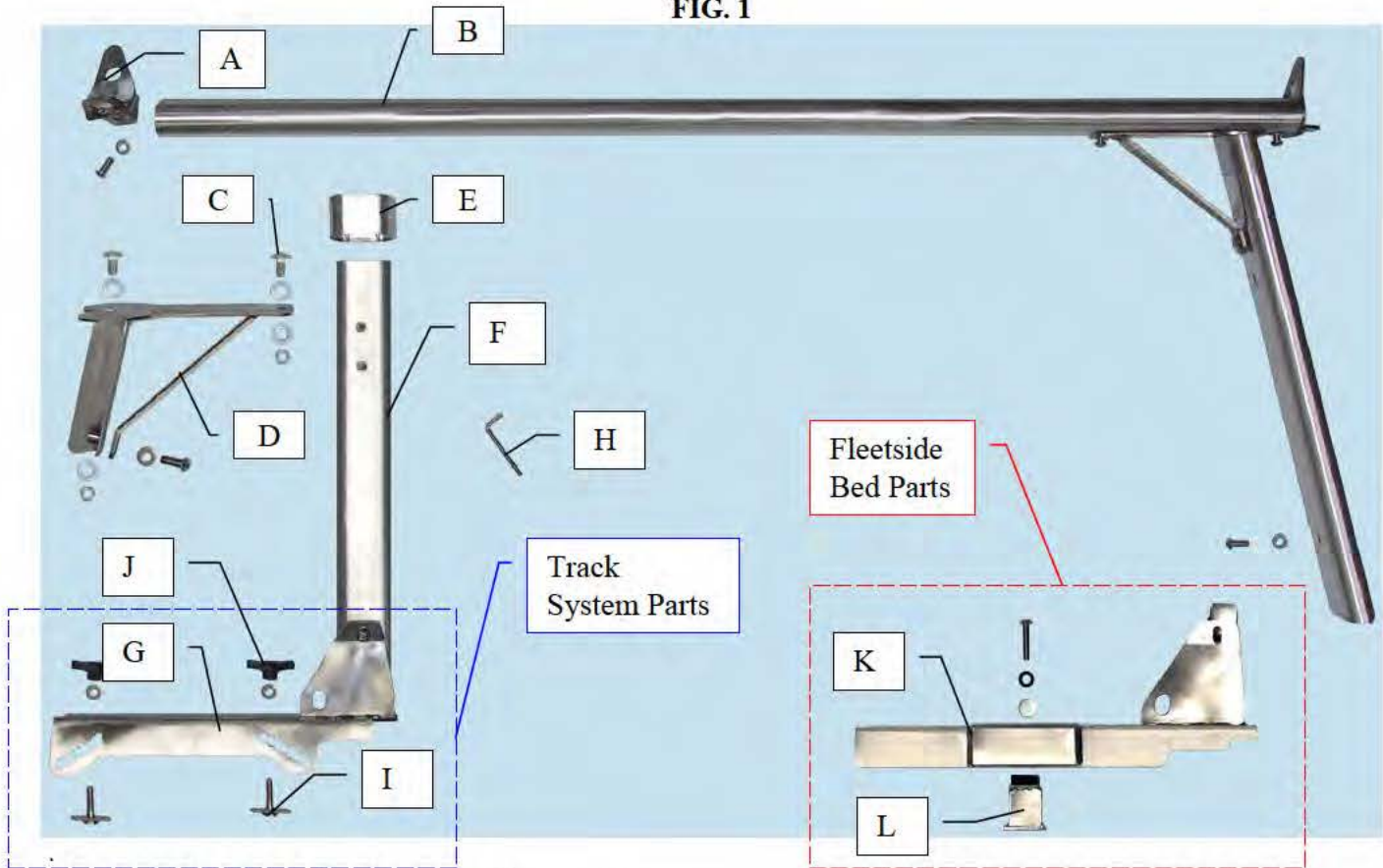
WARRANTY

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 warranty the shininess of the finish. Maintaining a high gloss on the finish of the product is the customer's maintenance responsibility. **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 Clipper Rack consists of these primary parts:

- A. **Crossbar End Plate** (x4)
- B. **Crossbar** (x2)
- C. **Carriage Bolt Assembly** (x8)
- D. **Crossbar Gusset** (x4)
- E. **Leg Extension** (x4)
- F. **Leg** (x4)
- G. **Base for Track Systems only** (x4)
- H. **Allen Wrench**
- I. **Track Insert** for Track Systems only (x8)
- J. **Locking Wing Knob** for Track Systems only (x8)
- K. **Base for Fleetside Beds only** (x4)
- L. **Clamp Bottom** for Fleetside Beds only (x4)

Carriage Bolt Assembly Hardware: 3/8-16 x 3/4" carriage bolts (x8); 1/2 x 7/8" metal washers; 3/8 x 7/8" metal washers; and 3/8-16 nylon lock nuts.

Additional hardware FLEETSIDE BED SYSTEMS ONLY: 3/8-16 x 1" button head hex cap screws (x12); 3/8" ID black nylon washers (x4); 3/8 x 7/8" Metal washers (x16); and 3/8-16 x 2" button head hex cap screws

Additional hardware TRACK SYSTEMS ONLY: 3/8-16 x 1" button head hex cap screw (x12); metal washers (x20).

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

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!



1. **Attach Crossbar Gussets to Crossbars.** Referring to Fig. 1, above, examine the Crossbars (B) and notice that a slot runs down the length of one side. Examine the Crossbar Gussets (D) and notice that they have two holes in the top plate. Each hole should be fitted with a Carriage Bolt Assembly (C). Referring to Figs. 2, notice that the Carriage Bolt assembly consists of a carriage bolt, large ID metal washer, a smaller ID metal washer, and a nylon lock nut. When you receive your rack the assembly should already be attached through the two holes in each of the Crossbar Gussets. If not, attached the parts in Fig. 2 in the exact order shown so that when attached through the holes the head of the carriage bolt and the large ID washer appear above the top of the Gusset and the smaller ID washer and the nylon lock nut appear below. When attached, the Gusset and assembled fasteners should appear as in Fig. 3. To attach the Gussets to the Crossbars, slide the head of the carriage bolts and the large diameter washers both into the end of the slot in the bar as in Fig. 4. ATTENTION: Make sure that the large diameter washer is pushed up against the head of the bolt and inside the slot, not below the slot; otherwise, you will not be able to fully tighten the carriage bolt. Do not fully tighten the nuts on the carriage bolts at this time.



FIG. 2

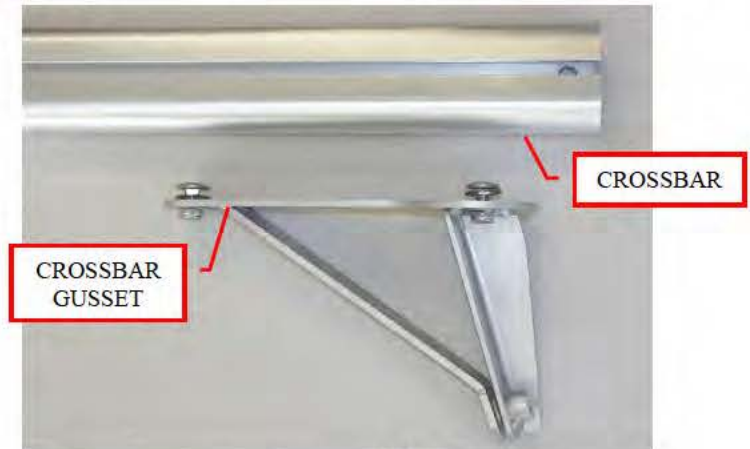


FIG. 3

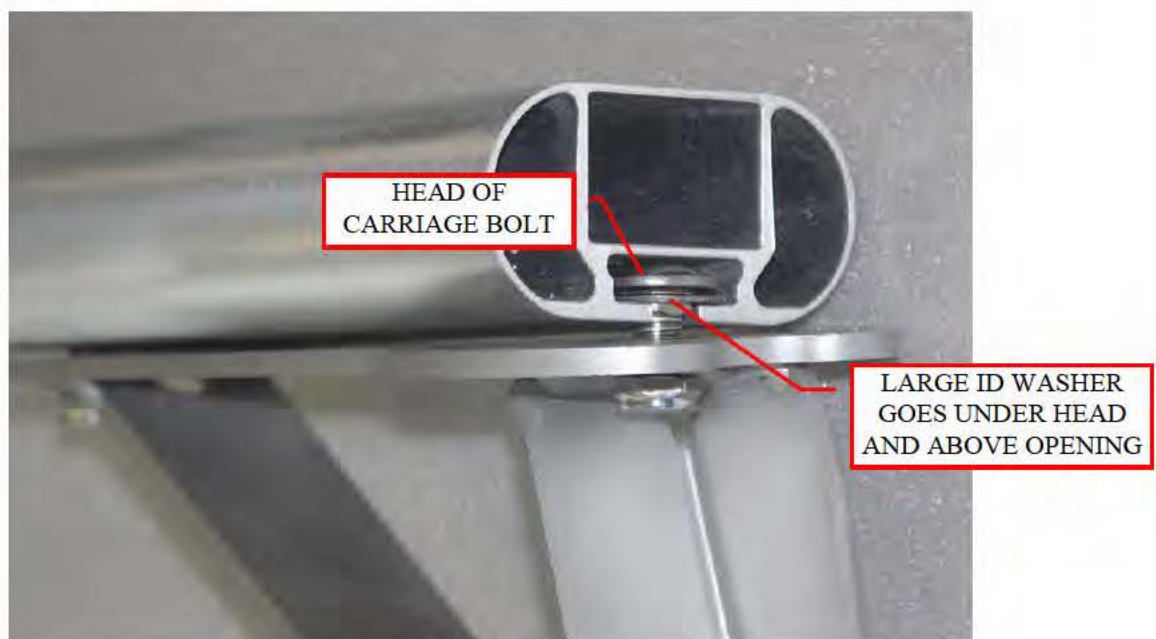


FIG. 4

2. **Attach End Plates to Crossbars.** Examine the Crossbar End Plates (A) and notice that they all have an angular extension containing a hole with a nylon lock nut. As shown in Figs. 5 and 6, insert the angular extension all the way into the rectangular opening in the end of the Crossbar so that the hole in the bottom of the crossbar aligns with the hole in the extension. Insert a 1-inch screw with washer into the hole to retain each End Plate. Tighten firmly with the Allen wrench. **NOTE: The nylon rings in the lock nuts are VERY stiff, so during the initial installation make sure you apply lubricant first and twist firmly to get through the nylon ring, but not so firmly that you strip the metal threads.**

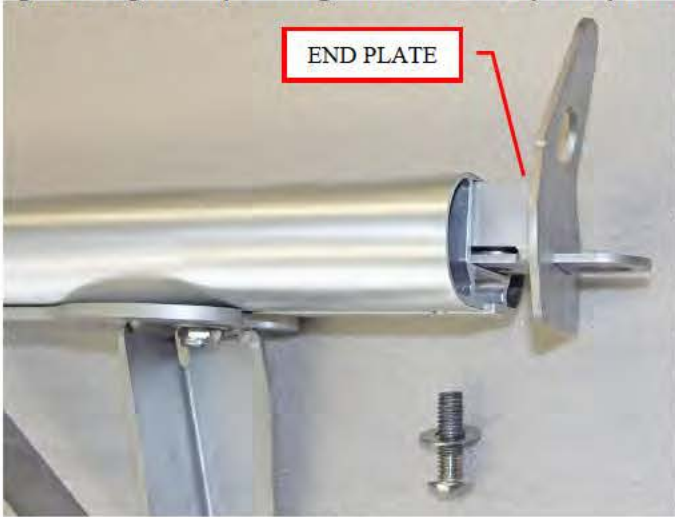


FIG. 5



FIG. 6

3. **Attach Legs to Crossbar Gussets.** Referring to Figs. 7 and 8, examine the Leg Extensions (E) and notice that the ends are cut at an angle that corresponds to the Legs and to the bottom of the Crossbar Gusset Plates. Next examine the Legs (F) and notice that there are two holes near the top of each Leg and one hole at the bottom. If you intend to set the rack for the high position for use with a tall cab truck such as the Ford Super Duty, slide the Leg Extension over the Angular Insert on the Crossbar Gusset as shown in Fig. 7. Slide the top of the Leg onto the angular end of each Crossbar Gusset as far as it can go and until the top hole in the Leg aligns with the threaded hole in the Gusset as shown in Fig. 8. Place a washer on a 1-inch button head cap screw and after applying some anti-seize grease, thread it into the appropriate. If you are going to set the rack for the regular height, install the Leg without the Leg Extension as shown in Figs. 9 and 10. Use the Allen wrench to then tighten the screws LOOSELY.

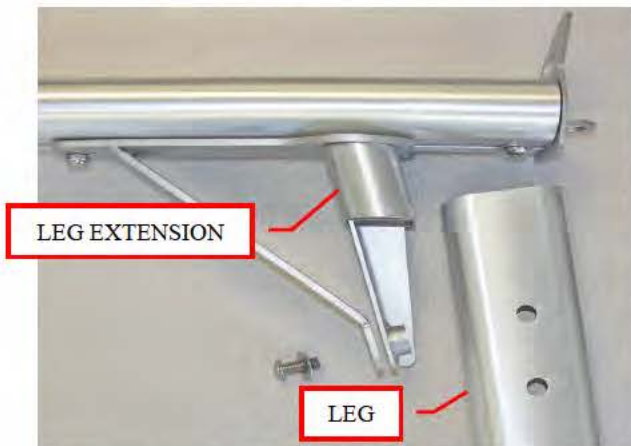


FIG. 7



FIG. 8



FIG. 9



FIG. 10

4. **Attach Bases to Legs.** Examine the Bases (G) (shown here) or (K). Bases for a conventional fleetside bed look like (K) and contain a clamp box projecting from the side of the Base. They work in conjunction with Clamp Bottom (L). Bases for trucks with track systems look like (G) and work with parts I and J. **IF YOU HAVE A FRONTIER OR DOMESTIC TRUCK WITH TRACK SYSTEM, PART G WILL LOOK SLIGHTLY DIFFERENT AND CONTAIN FOUR RATHER THAN 2 SETS OF SLOTTED HOLES.** Notice that both types of Bases come as a mirrored pair and have an angular projection on one end that contains a threaded hole. 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, ensuring that both Bases point in the same direction. Place a metal washer on a 1" button head cap screw and after applying some anti-seize grease, thread it through the hole and tighten firmly with the Allen wrench.

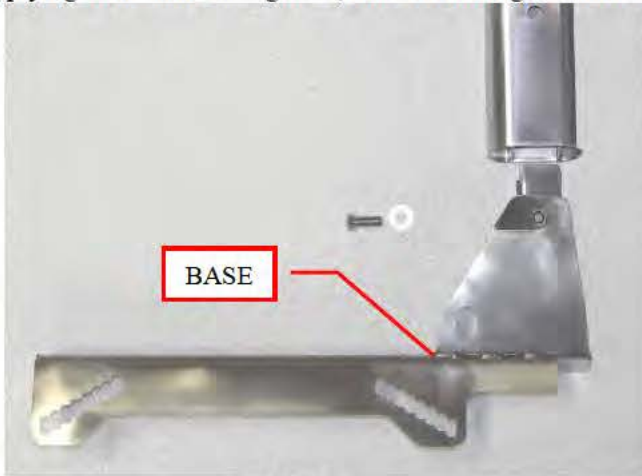


FIG. 11



FIG. 12

INSTALLATION

5. **Place the Clipper onto Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up one Clipper 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. Because the Crossbar, Leg Gussets and Legs have been attached LOOSELY, you can adjust the distance between the Legs to correspond with the width between your truck bedrails.
6. **IF YOU HAVE A TRUCK WITH CONVENTIONAL BEDRAILS, Clamp the Rack to the Bedrails.** *For this installation you should have Model 2013-2FS.* 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. As shown in Figs. 13-15, in order to clamp the Base to the bedrail, pick up a Clamp Bottom (L) and insert the side with the threaded hole up into the bottom of the clamp box; 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 another 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 nylon washer and then a metal washer on a 1.75-inch long screw, add a little grease, and pass the screw down through the chosen 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 Figs. below.



7. **IF YOU HAVE A TRUCK WITH A TRACK SYSTEM, attach the rack to the track.** For this installation you should have *Clipper Truck Rack Model 2013-2TRA or Model 2013-2FRT*. 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 (I) into the end of each track, then after applying some anti-seize grease to the threads of the inserts, move two of them to a location near each Base. Lift up one side of the rack, and slide the Inserts to a position below the slotted holes. Lower the Base and guide the threaded end of each Track Insert into the slotted holes. 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. Go to the other side of the bed and repeat the process of installing the Track Inserts into the other Base. Before tightening the knobs, push down on the Base and pull up on the Inserts to the highest position in the slot while keeping the threaded part of the insert parallel with the ground. 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.**

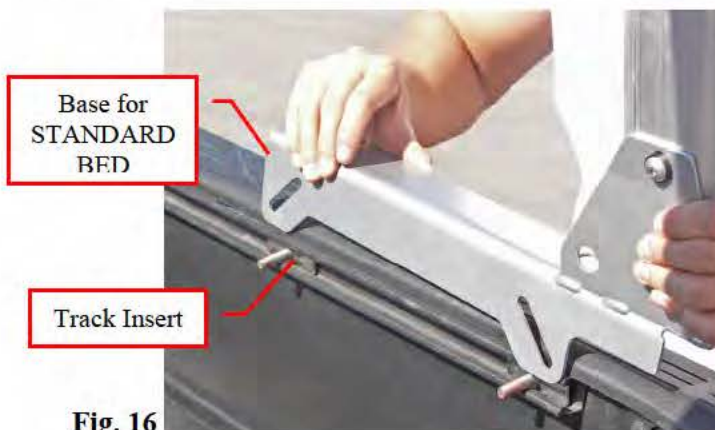


Fig. 16

Fig. 17



Fig. 18

Fig. 19

8. **Adjust Assembly and Tighten.** Next adjust the position of the Crossbar Gussets so that each Crossbar is level and centered between the Legs. After it is adjusted firmly tighten the exposed nuts securing the Crossbar Gussets to the Crossbar using an open end wrench. Then remove the screws holding the Gussets to the Legs and push up the Crossbar just enough to expose the other nuts holding the Crossbar Gussets to the Crossbar. Tighten these nuts firmly with an open end wrench. **ATTENTION: When fully and properly tightened the end of each carriage bolt should be visible and level with the top of the nut; the Gusset should NO longer be able to slide in the channel.** After tightening the nuts, re-seat the Legs and re-install the button

head carp screws and washers and tighten firmly with the Allen Wrench. When properly installed the properly mounted front portion of the rack should appear as shown in Fig. 20, below. Now install the back section of the Rack in the same manner as the front.



Fig. 20

9. When completely installed, as shown in Fig. 21, loads can be roped or strapped to the holes in the gussets at 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. If you ever find any signs of cracking or structural disintegration, stop using your rack and contact US Rack immediately for advice.



Fig. 21