



SAFETY

Your safety and the safety of others is very important.

- In order to help you make informed decisions about safety, we have provided installation instructions and other information.
- These instructions alert you to potential injury hazards.
- Please do a job safety analysis before each task to identify potential hazards for your situation and remove/protect against them.
- You must use your own good judgment.
- Read and understand all safety precautions and instructions before installing this product.

THIS PRODUCT IS FOR OFFROAD USE ONLY. ALL LIABILITY FOR INSTALLATION AND USE RESTS WITH THE OWNER.

CARELESS INSTALLATION AND OPERATION CAN RESULT IN SERIOUS INJURY OR EQUIPMENT DAMAGE.

Injury hazard

Failure to observe these instructions could lead to severe injury or death.

- Always remove jewelry and wear eye protection.
- Always use appropriate and adequate care in lifting components into place.
- Always insure components will remain secure during installation and operation.
- Always wear safety glasses when installing this kit. A drilling operation will cause flying metal chips. Flying chips can cause serious eye injury.
- Always use extreme caution when drilling on a vehicle. Thoroughly inspect the area to be drilled (on both sides of material) prior to drilling, and relocate any objects that may be damaged.
- Always use extreme caution when cutting and trimming during fitting.
- Always tighten all nuts and bolts securely per installation instructions.
- Always route electrical cables carefully. Avoid moving parts, components that become hot and rough or sharp edges.
- Always insulate and protect all exposed wiring and electrical terminals.
- Always perform regular inspections and maintenance on mounts and related hardware.





Installation Guidelines

Roof Racks

RR48, RR60, RR72

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FORWARD

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Thank you for purchasing a Fab Fours Roof Rack. As stated in our sales literature, and on the box this rack and manual were packaged in, this product requires drilling into the vehicles roof. As you are aware, the issues from an improper installation can be amplified by the fact that the surface keeps rain out of the vehicle. TAKE SPECIAL CARE. READ ALL GUIDELINES FIRST. READ ALL TROUBLESHOOTING FIRST.

This is a measure 5 times, drill once scenario. Take your time.

Fab Fours has zero liability to any damage incurred from the installation and or use of this rack. Not all vehicle roofs are created equal, and there is a large amount of judgment involved in deciding to install the rack and where it goes. Note that MOST vehicle roofs are two layers, an outer thin sheet metal with a small gap and then structural cross members below. If that gap is too “small” it is possible that even a properly installed rack will cause the top thin sheet metal to hit the structural metal when the vehicle hits bumps if the mounting “FEET” are too close to this area. It is important to conduct a “push test” with your hand all around the area you intend to mount the rack “FEET”. If you can easily make the two layers touch, there is a good chance you will have knocking after installation on bumpy roads.





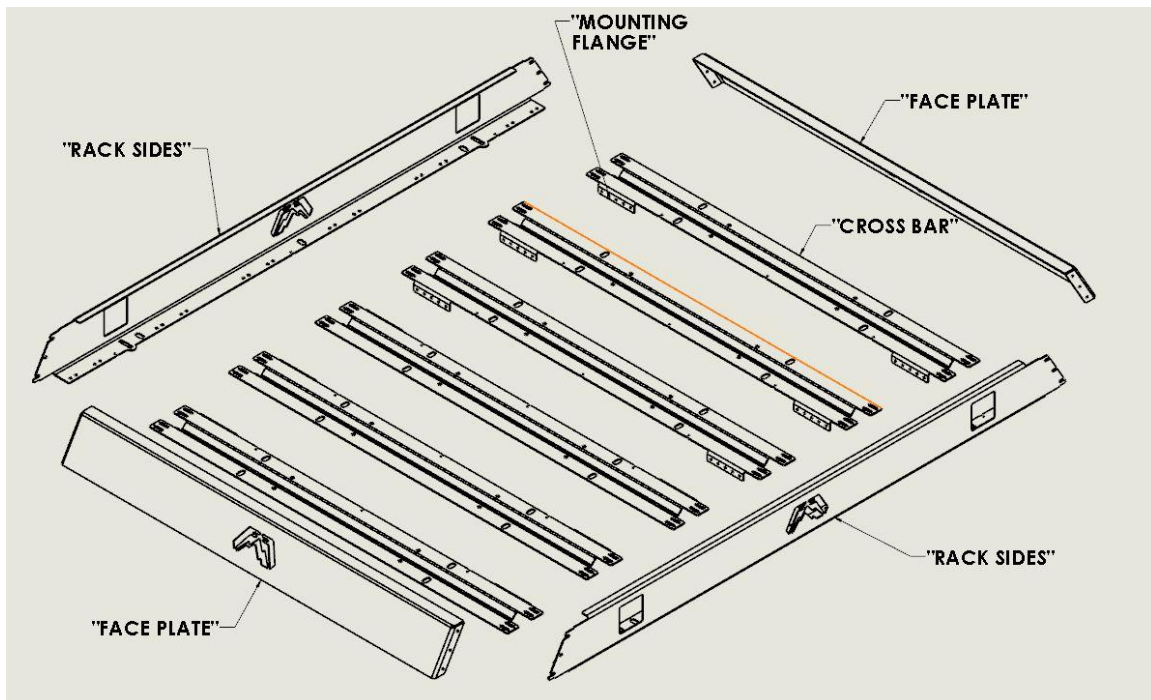
Installation Guidelines

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GUIDELINES

Your vehicle is unique and your installation will be as well. Therefore this is not a manual, but rather guidelines for a successful installation. To keep the nomenclature consistent the parts of the roof rack will be referenced as follows:



- Start by holding one “RACK SIDE” up above your vehicle. Use a ladder or platform that gives you good visibility of the roof. At this point you are making the first decision about where the “FEET” will land on the roof. Each set of 4 holes on the “RACK SIDE” represents the area that a “CROSS BAR” will be. “CROSS BARS” can be mounted with the “MOUNT FLANGE” facing forwards or backwards. (If unclear, or first rack consider a “dry” assembly of





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a “CROSS BAR” or two off the vehicle to familiarize yourself with the way a rack is assembled.) You are trying to find the best compromise of having the overall rack in the position you want front to backwards, but also such that the “FEET” will land on the roof in a decent place front to back on the truck.

***WHAT IS A DECENT PLACE FOR A “FOOT”???

- Not too close to a sunroof
- Not too close to the edge
- Not “half on” a ridge
- Not in a highly flimsy spot
- Not on a highly curvy spot
- Ideally (But not required – it is a personal preference)

you would like the front “CROSS BAR” on the rack, and the rear “CROSS BAR” on the rack to both have the downward “MOUNT FLANGE” facing the “inside” of the rack. This will prevent you from seeing the “FEET” when looking at the vehicle. Finding the strongest flattest location is the priority over aesthetics.

- Now that you know which “CROSS BARS” you intend to have





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“FEET” mounted to them, and which direction (forwards or backwards to the vehicle) the “MOUNT FLANGES” need to be, you can assemble the Rack off the vehicle! The remaining “CROSS BARS” can face any preference you have.

- ******NOTE****** While it is a matter of preference, most people like the look of the rack better by installing the stainless button-head fasteners from the “bottom-up”, going through the “RACK SIDE” from the bottom, then through the “CROSS BAR”, then the nylon lock nut.
- ******NOTE****** At this time, it is best to install the light bars or the “FACE PLATE” depending on your preference. Either the light bar or the “FACEPLATE” will dictate the width of the rack. Due to different brand light bars being different widths, the “CROSS BAR” mounting location is slotted.
- Put 2” spacer on roof (not provided, use something that will not scratch the vehicle).
- Put rack on spacers.
- Adhere foam to the bottom of the “FEET”. Use a drill or blade to core out the foam that covers the hole.





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- Visually identify best mount location for the “FEET” left to right in the available holes on the “MOUNT FLANGE”.

****NOTE**** while the “FEET” have a single hole and two curved slots to mount with three stainless fasteners, **ONLY TWO ARE REQUIRED**. Hardware is provided to use all three, and if that allows the foot to fall in a good spot, then absolutely use them all. However, if hanging the “FEET” partially off the “MOUNT FLANGE” gets it into a better location than that is the right way to go. As long as there is a fastener through the “hole” and one of the “curved slots” you are in good shape!
- Install brackets to where the “FEET” are snug, but can still rotate.
- Remove spacers so that rack is sitting directly on the vehicle.
 - Last Chance... Check that you do not have a cross bar over a sunroof that will prevent “Tilt” function!
- If happy with location, center punch.
 - Be sure “FEET” are on flat surface.
 - Be sure “FEET” still meet criteria for “decent place”.
- Remove rack from vehicle.
- Drill holes, incrementing up from the pilot hole.





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- Use precise listed bits: 1/8", 1/4", 17/32". 17/32" bit is included due to it's rare but optimal size. 9/16" bit will work if needed.
- Vacuum away shavings.
- Carefully crush nuts. There are 2 primary goals here: 1. Keep the nut flat to the surface at all times. 2. Do not over crush, when it "stops" it is done.
 - Crushing the nut is done by putting a 9/16" wrench on the collar of the tool (to be held stationary the entire time), and then using a 9/16" wrench or socket to tighten the bolt. This will start very hard until the nut starts to crush, then it will crush relatively easily for numerous turns of the bolt. Then you will feel it finally come to a full crush and get very hard to turn any more – that is complete.
- Loosen all of the "FEET" from the rack so they are very "free" moving.
- Put rack back on vehicle.

******NOTE****** the following order is important as it minimizes





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your chances of damaging a crush nut!

- **Tighten “FEET” to roof using the stainless 3/8” bolts should using the rubber washer followed by a stainless washer. These 8 bolts are the most important in the entire installation. They should spin ALL THE WAY DOWN BY HAND! Make sure they are not getting pressure from the “FEET” or the rack, or anything else. If you feel any resistance, try restarting the threads a couple of times, sometimes there is a small “catch” of the first threads – you do NOT want to use tools to force it past. If you keep trying you will find the “happy spot” and they will go in easy. Tighten until the rubber washer is squished to just outside of the washer and the bolt is snug.**
- **Tighten “FEET” to rack.**
- **Double check that all fasteners are tight.**
- **Blow off or vacuum any remaining shavings from the window seals, wiper blades, roof, etc.**
- **RACK INSTALLATION COMPLETE!**





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TROUBLE SHOOTING:

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One or more of the “CROSS BARS” is touching the vehicle in the middle.

- You can remove that bar permanently
- You can space that bar up from the “RACK SIDE” with washers.

One or both ends of the rack are moving the flimsy roof too much.

- You can purchase a RR01 RACK FIX KIT. This includes multiple “HEIGHT ADJUSTABLE FEET” that can be added as desired to spread the load. These can be installed with the rack in place. This kit also includes “LOAD TRANSFER PLATES” that can be used under the “FEET” to both spread the load of the rack as well as “reach” a more structurally sound portion of the roof.
- My Sunroof hits a “CROSS BAR”.
 - Remove that “CROSS BAR” permanently.





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- When I drilled my pilot hole, the bit then encountered another layer
 - Drill through that layer as well with all bit sizes.
 - If you are unfortunate and landed on a second layer that is sloping or on an angle (not parallel to the roof), then you have your work cut out for you. **TAKE YOUR TIME.** You still have to drill the second layer with all sizes of bits. The challenge is that the bit can try to “walk” down the second layer that will then elongate your roof hole. You must fight that - keep the bit centered to try and protect the round hole in the roof.
- When drilling I damaged _____ (Insert thing you damaged).
 - We can unfortunately be of no assistance, and hold no liability. We do not even know what vehicle you own, or anything about it. This is a universal mount, and choosing “FEET” location is a best judgment call. If you really hit a mess, consider having that location repaired professionally and shifting the rack to drill elsewhere.





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More than expected... Better than expected.

