

ASSEMBLY INSTRUCTIONS  
for :

# PRO-III & IV

v\_4.1

Parts: 80000, 80020, & 90000

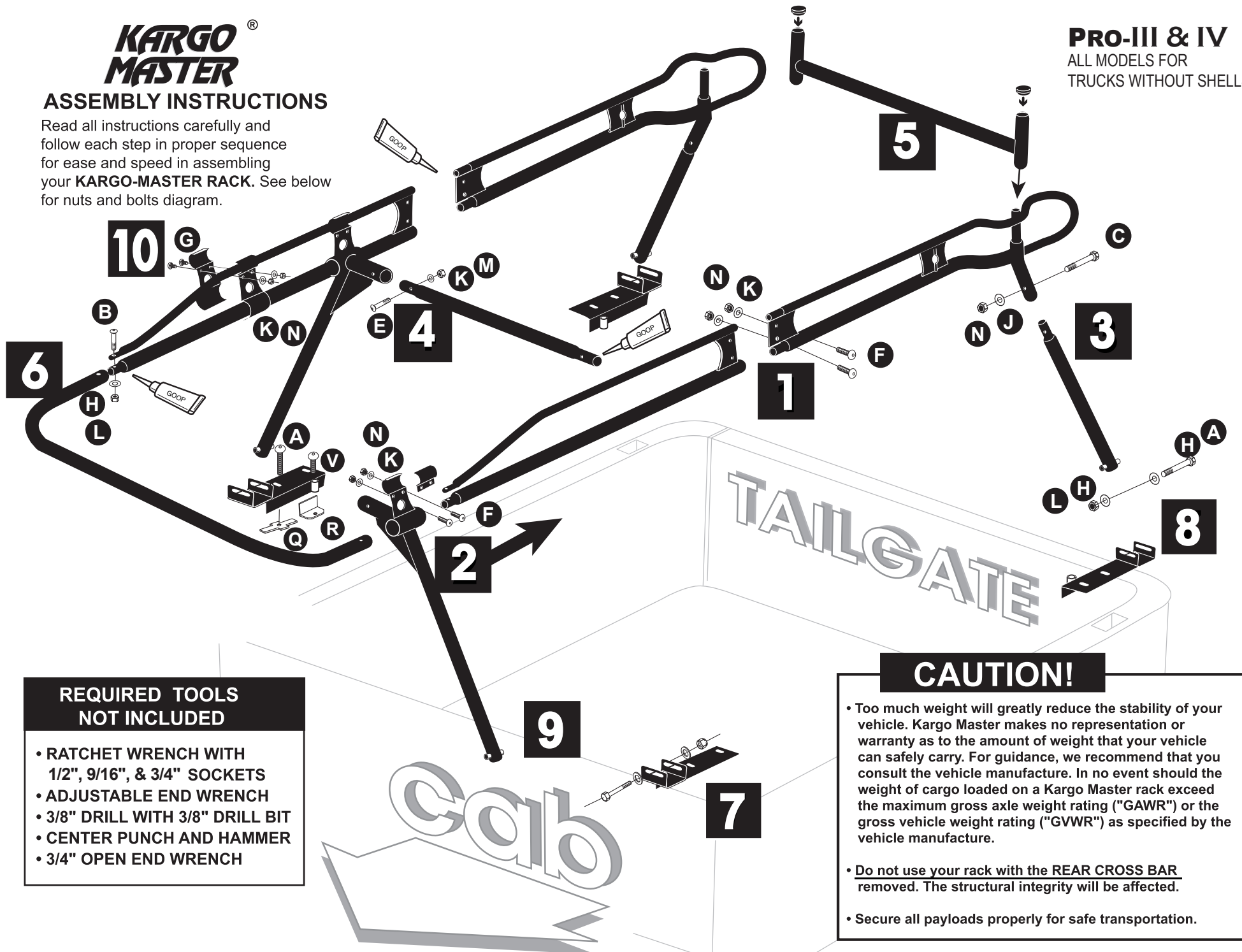
**KARGO<sup>®</sup>**  
**MASTER**

# KARGO MASTER®

## ASSEMBLY INSTRUCTIONS

Read all instructions carefully and follow each step in proper sequence for ease and speed in assembling your **KARGO-MASTER RACK**. See below for nuts and bolts diagram.

**PRO-III & IV**  
ALL MODELS FOR  
TRUCKS WITHOUT SHELLS



### REQUIRED TOOLS NOT INCLUDED

- RATCHET WRENCH WITH 1/2", 9/16", & 3/4" SOCKETS
- ADJUSTABLE END WRENCH
- 3/8" DRILL WITH 3/8" DRILL BIT
- CENTER PUNCH AND HAMMER
- 3/4" OPEN END WRENCH

### CAUTION!

- Too much weight will greatly reduce the stability of your vehicle. Kargo Master makes no representation or warranty as to the amount of weight that your vehicle can safely carry. For guidance, we recommend that you consult the vehicle manufacture. In no event should the weight of cargo loaded on a Kargo Master rack exceed the maximum gross axle weight rating ("GAWR") or the gross vehicle weight rating ("GVWR") as specified by the vehicle manufacture.
- Do not use your rack with the REAR CROSS BAR removed. The structural integrity will be affected.
- Secure all payloads properly for safe transportation.

**A (4 ea.)**  
1/2" x 3 3/4"  
Hex Bolt



**B (2 ea.)**  
1/2" x 2 1/2"  
Button Head Bolt



**S (6 ea.)**  
1/2" x 13 x 2 1/2"  
Button Head Bolt  
(yellow zinc plated, grade 5)



**T (2 ea.)**  
3/8" x 16 x 2 1/2"  
Button Head Bolt  
(yellow zinc plated, grade 5)



**C (2 ea.)**  
3/8" x 2 1/4"  
Button Head



**D (8 ea.)**  
3/8" x 1 3/4"  
Button Head



**E (2 ea.)**  
5/16" x 2 1/4"  
Button Head Bolt



**F (8 ea.)**  
5/16" x 3/4"  
Button Head Bolt



**G (4 ea.)**  
5/16" x 3/4"  
Carriage Bolt



**P (4 ea.)**  
5/16" x 3/8"  
Allen Head Set Screw



**Q (2 ea.)**  
3/8" T Nut



**R (6 ea.)**  
Bed Rail  
Clamps



**L (6 ea.)**  
1/2" Jam Nut



**M (10 ea.)**  
3/8" Lock Nut



**N (14 ea.)**  
5/16" Lock Nut



**H (14 ea.)** 1/2" SAE Flat Washer



**J (12 ea.)** 3/8" SAE Flat Washer



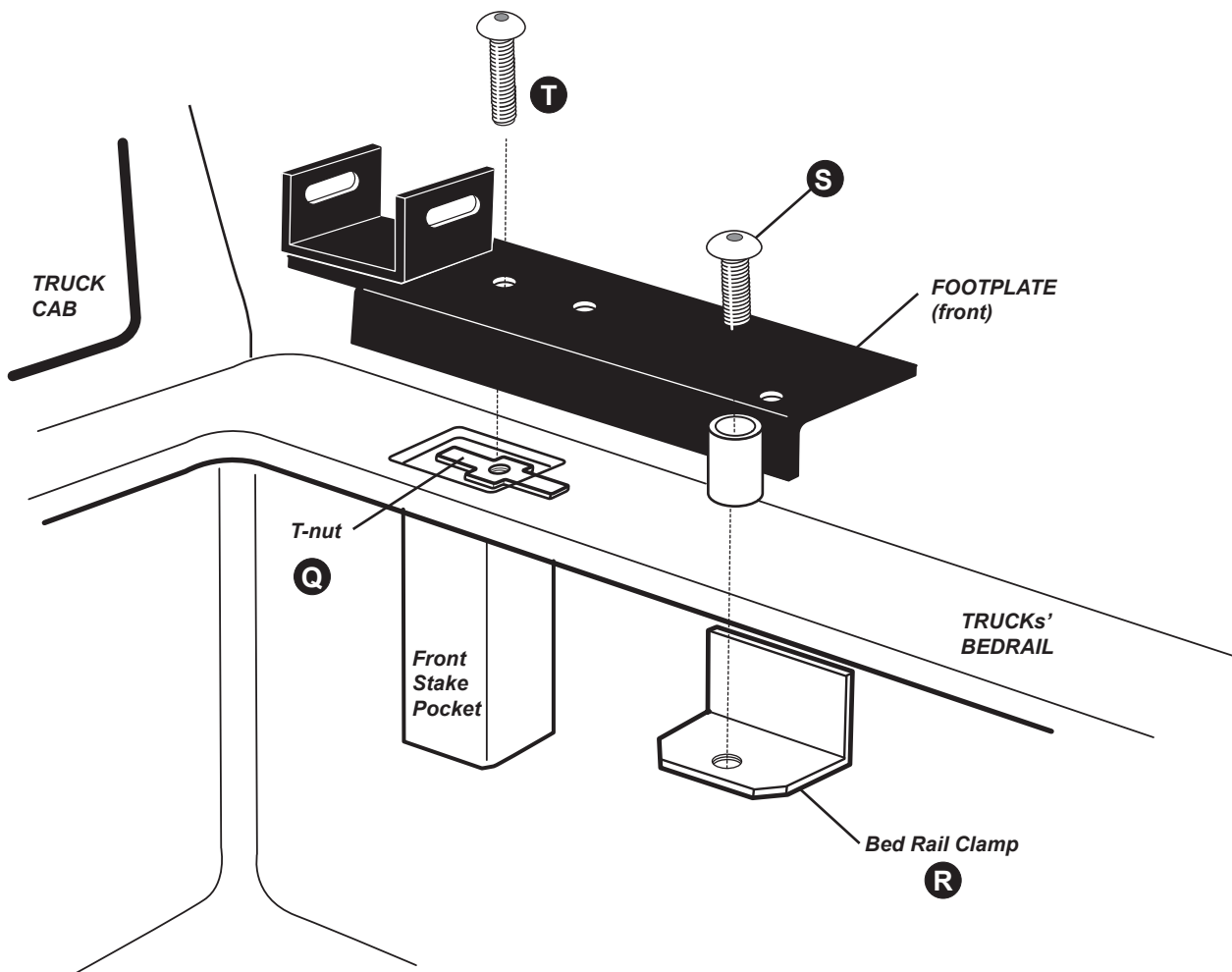
**K (14 ea.)** 5/16" Flat Washer



# STEP 1

**#1=** Position FRONT FOOTPLATES on the truck bedrail, as far forward as possible. Determine which pre-drilled hole (if any) falls over the stake pocket. If none of the pre-drilled holes fall over the stake pocket, mark and drill a hole in the foot plate that is approximately over the center of the stake pocket. Put bolt **T** through FOOTPLATE and start T Nut **Q** as shown. Maneuver T Nut **Q** inside the stake pocket, push the FOOTPLATE forward against the bulkhead, and tighten the T nut up against the underside of the truck bed rail. Secure the rear of the front FOOTPLATE to the bedrail using Bolt **S** and Bed Rail Clamp **R** as shown.

**Note:** If you prefer to mount the FOOTPLATES by drilling through the truck bedrail, locate the FOOTPLATES as per above, and attach using included fasteners **D, K & M**. We recommend using the pre-drilled hole at the rear of the FOOTPLATES. You will have to locate and drill a second hole in the FOOTPLATE, get as close to the leg as possible. Be sure you can access the nut.

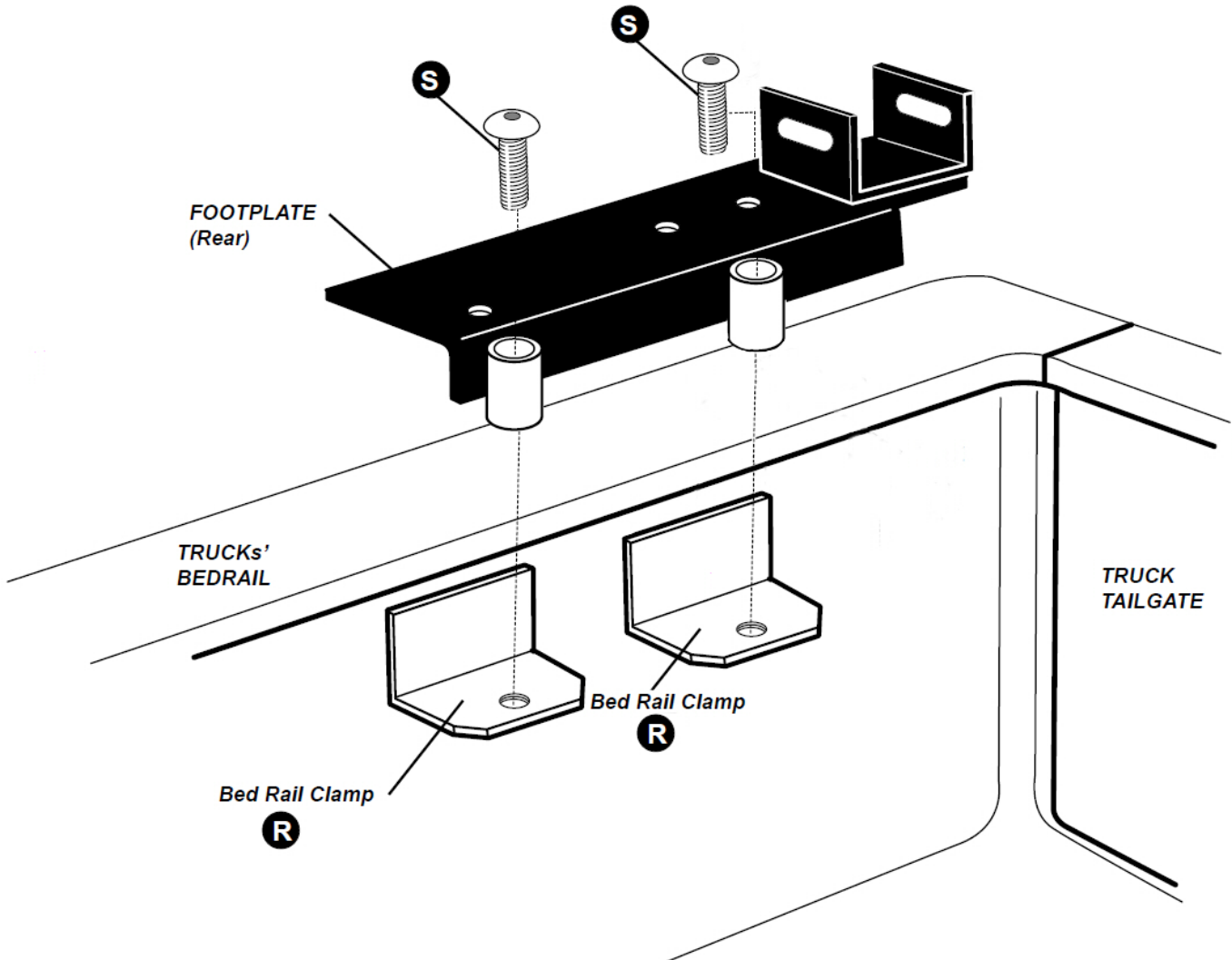


# STEP 2

**#1=** Position the REAR FOOTPLATES against the bedrail.

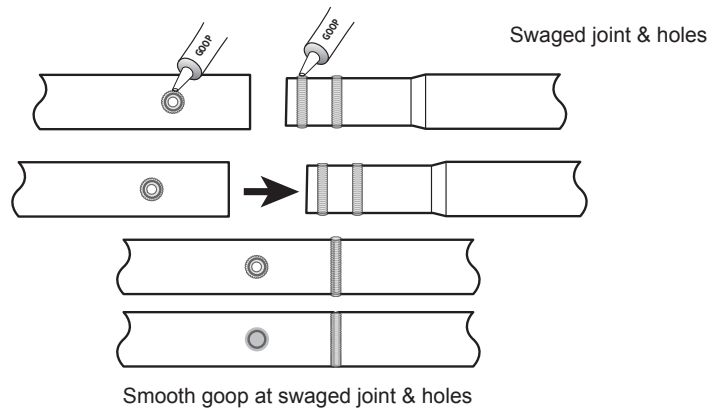
Secure the rear of the front FOOTPLATE to the bedrail using Bolt S and Bed Rail Clamp R as shown.

**Note:** If you prefer to mount the FOOTPLATES by drilling 3/8" holes through the truck bedrail, locate the FOOTPLATES as per above, and attach using included fasteners **D**, **K**, & **M**. We recommend using the pre-drilled hole at the rear of the FOOTPLATES. You will have to locate and drill a second 3/8" hole in the FOOTPLATE, as close to the leg as possible (loosely).



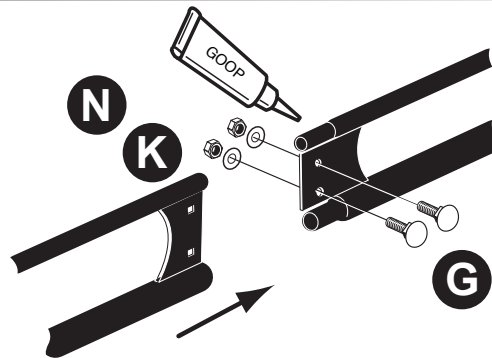
# GOOP APPLICATION

Apply a healthy air tight bead of goop around **every** swaged joint as shown, to prevent moisture from leaking into and out of the joint. If this is not done properly, the inside surface of the tubes can rust and rusty water can leak out. Maintain this joint seal throughout the life of your rack.



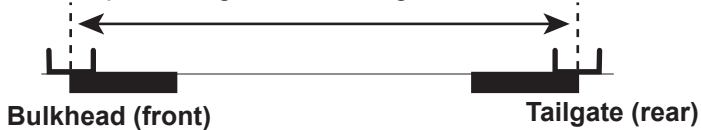
## STEP 3

#1 = Cover entire swedge joints with goop sealant and join FRONT and REAR side channels together. There is a RIGHT & LEFT REAR. The leg cups angle outward. Be sure the connecting plates overlap, and loosely bolt together with bolts **G**, washers **K** and lock nuts **N**.



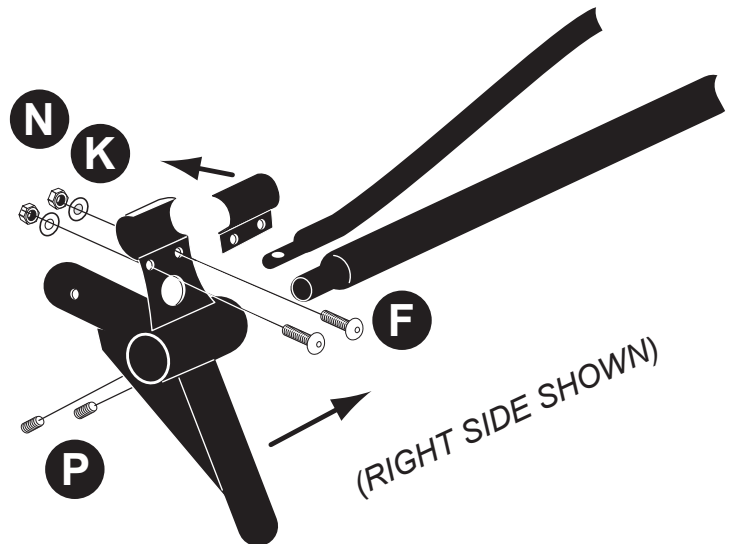
## STEP 4

#1 = Measure the center to center measurement between the front and rear footplate saddles. Final positioning of the front legs will follow.



#2 = Slide the FRONT leg onto the front side channel. There is a RIGHT & a LEFT. Match to the correct side channel so that both FRONT & REAR legs angle outward. Position distance to match same as above. Insert the set screws **P**, but do not tighten yet.

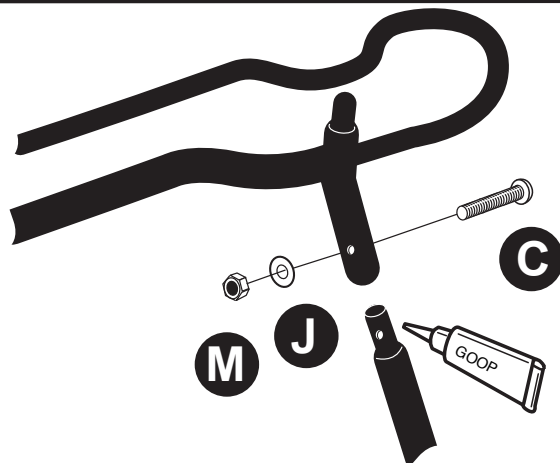
#3 = Loosely attach the top CLAMP with bolts **F**, washers **K**, and nuts **N**.



## STEP 5

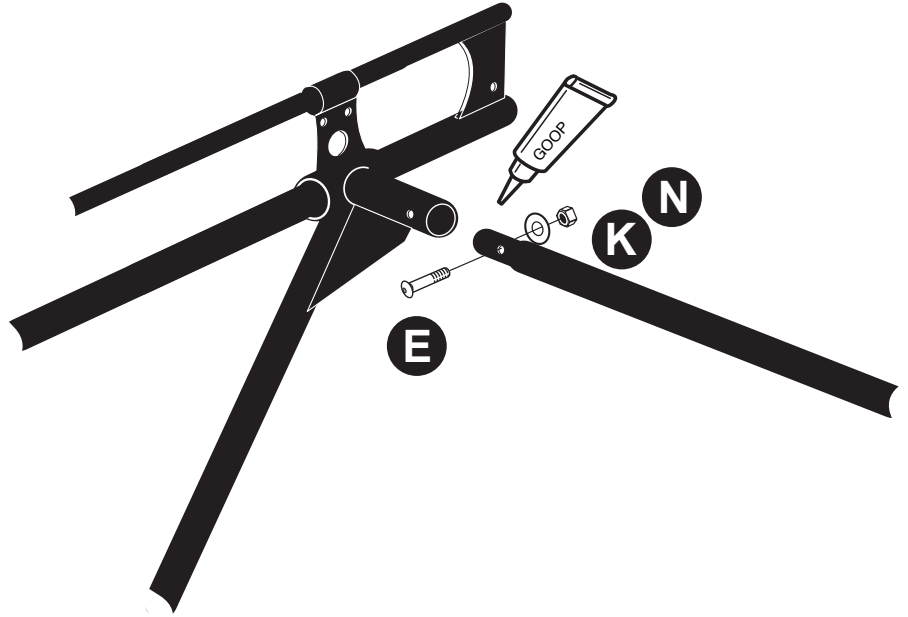
#1 = Cover entire swedge joints with goop sealant and attach the REAR LEGS with bolts **C**, washers **J**, and nuts **M**.

**Note:** The distance between front & rear legs will not be longer than the inside measurements of the bed itself.



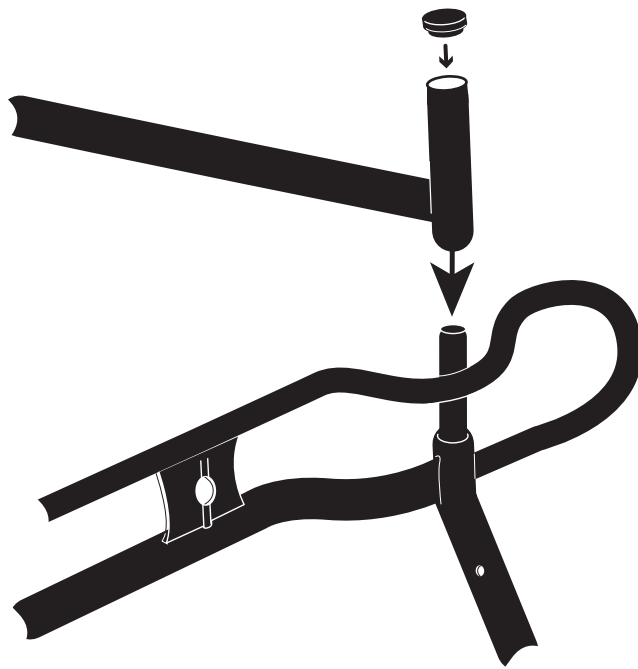
## STEP 6

#1 = Cover entire swedge joints with goop sealant and insert the CENTER CROSS BAR into the SIDE RAIL CUPS and attach with bolts **E**, washers **K** and lock nuts **N**.



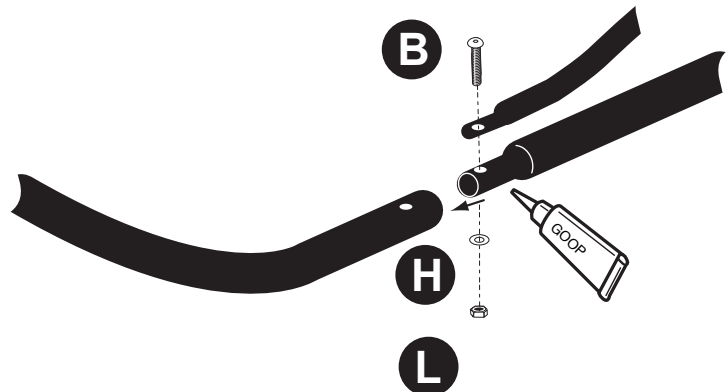
## STEP 7

#1 = Insert PLASTIC CAPS onto the rear crossbar uprights, (the tall side of the tube). Slide the REAR CROSS BAR into the REAR LEG POSTS at the top, as shown.



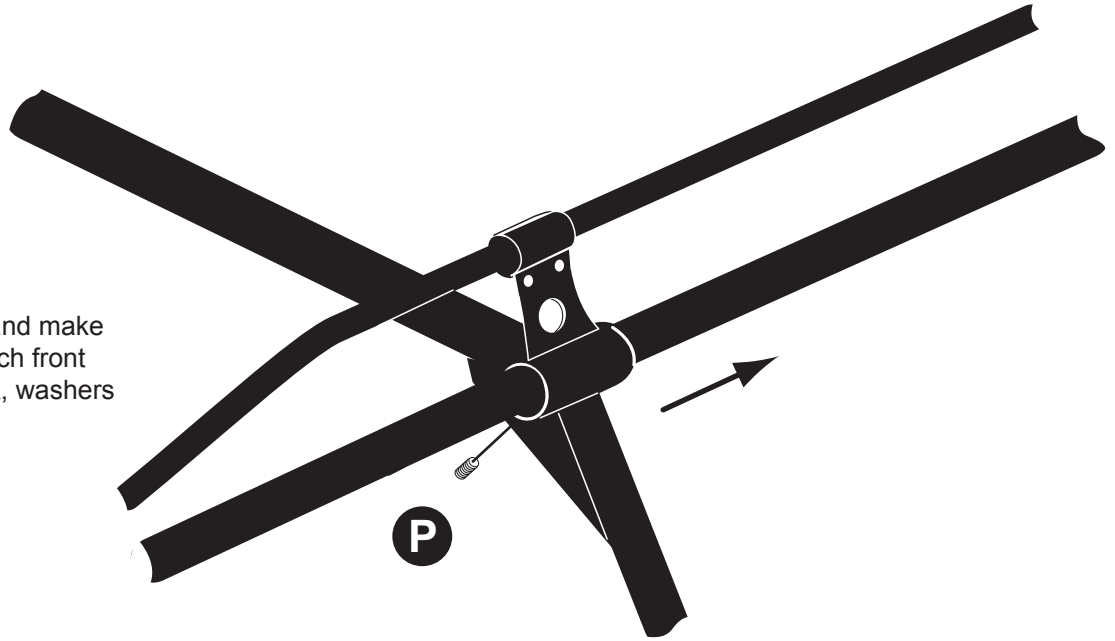
## STEP 8

#1 = Cover entire swedge joints with goop sealant and slide FRONT CROSS BAR onto side rails and bolt together with bolts **B**, flat washer **H**, and jam nut **L**.



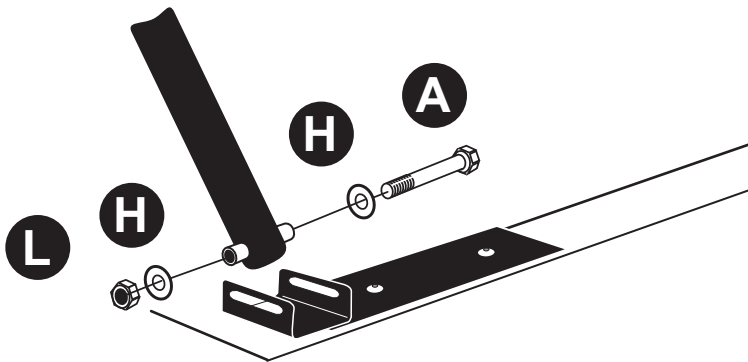
## STEP 9

#1 = Lift rake onto truck and make final adjustments and attach front and rear legs with bolts **A**, washers **H**, and nut **L**.



Center rack on truck bed.

Tighten up the bolts on the crossbar and clamp plates as well as the set screws **P**.



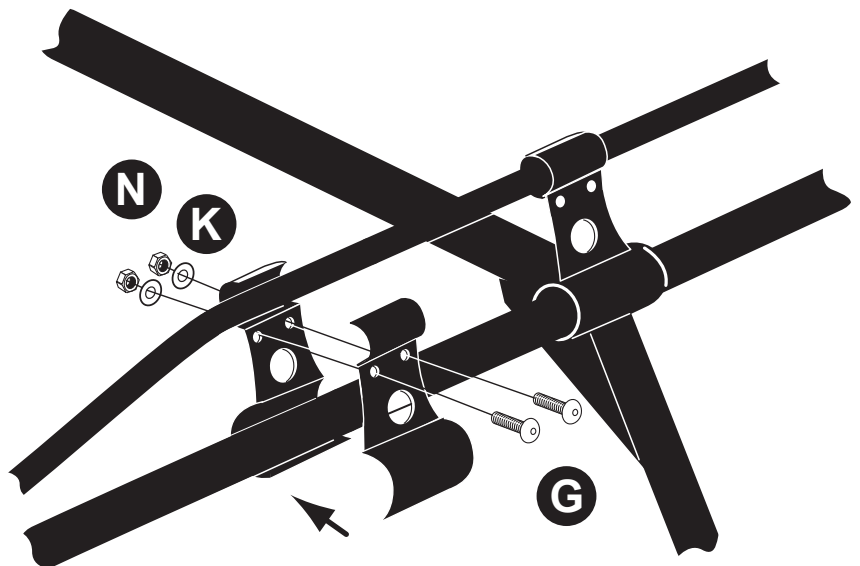
## STEP 10

#1 = Attach the front SUPPORT UPRIGHT where the 1" tube begins to bend downward, then...

**TIGHTEN DOWN EVERYTHING AND....**

**THAT'S IT!**

*You're ready to LOAD & GO!*





# STEP 11

**#1=** Tighten down **ALL NUTS AND BOLTS**, except **LEG FOOTPLATES** and **CENTER CROSS BAR** **C**.

**DO NOT OVER TIGHTEN** ON **DOUBLE WALL BED CONSTRUCTION**, AS THIS MAY DEFORM THE SHEET METAL OF THE PICKUP BED!

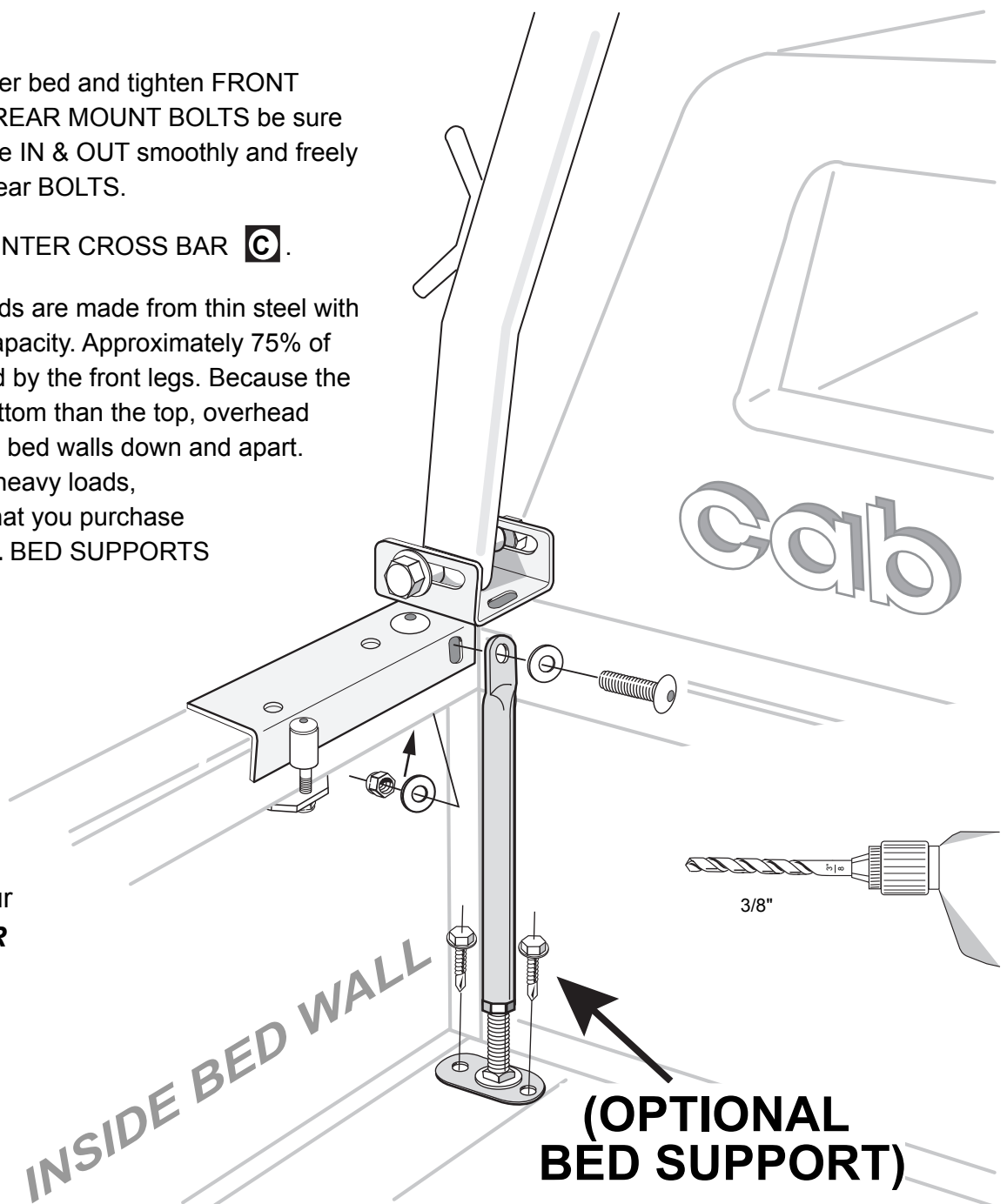
**#2=** Center **RACK** over bed and tighten **FRONT MOUNT BOLTS**. On **REAR MOUNT BOLTS** be sure **LOCK PINS** **J** slide **IN & OUT** smoothly and freely before tightening the rear **BOLTS**.

**#3=** Snug bolts in **CENTER CROSS BAR** **C**.

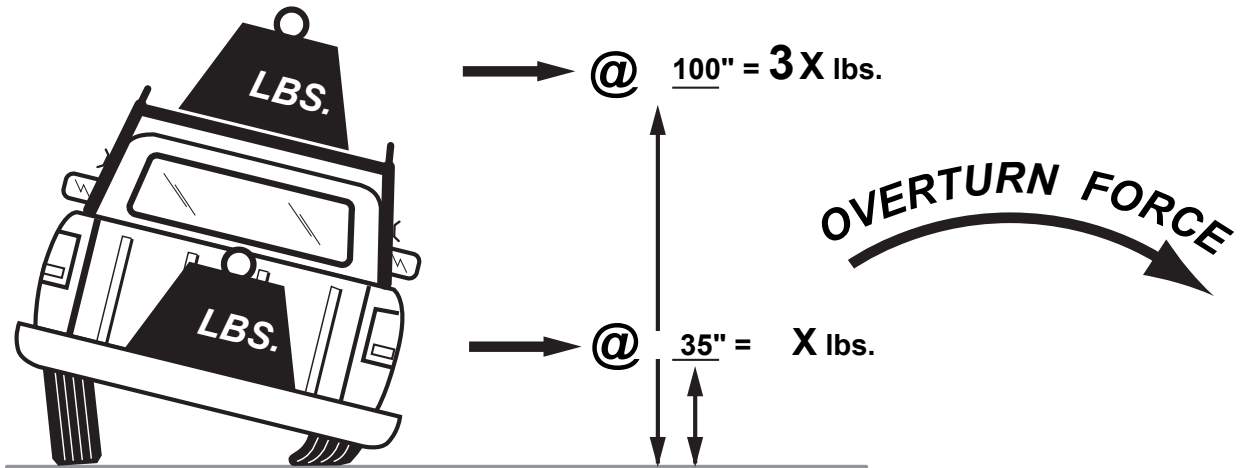
**#4=** Modern truck beds are made from thin steel with limited load bearing capacity. Approximately 75% of the rack load is carried by the front legs. Because the rack is wider at the bottom than the top, overhead loads tend to push the bed walls down and apart. If you expect to carry heavy loads, we strongly suggest that you purchase and install **OPTIONAL BED SUPPORTS** as shown below.

## **THAT'S IT!**

You're ready to use and enjoy your **KARGO MASTER TRUCK RACK!**



# ***DON'T OVERLOAD YOUR VEHICLE!***



WEIGHT CARRIED ABOVE THE FLOOR OF THE TRUCK BED (E.G. ON AN OVERHEAD TRUCK RACK) WILL SIGNIFICANTLY INCREASE THE VEHICLE'S TENDENCY TO OVERTURN. ALWAYS KEEP HEAVY LOADS EVENLY DISTRIBUTED AND AS LOW AS POSSIBLE. IT IS IMPORTANT TO NOTE THAT THE KARGO MASTER RACK LOAD BEARING CAPACITY OF 1700 LBS. MAY BE GREATER THAN YOUR TRUCK'S GAWR OR GVWR CAPACITY, AND IS PROBABLY GREATER THAN THE WEIGHT THAT CAN BE SAFELY CARRIED OVERHEAD.

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***KARGO  
MASTER***