Paddler's Truck Rack

Installation and Use Instructions

WARNING: Do NOT attempt to install or use this rack without following all instructions.

(Note: The video is useful but shows a few small differences from these instructions. Where there are differences always follow the written instructions.)

SPECIFICATIONS and SAFE LOADING REQUIREMENTS

These instructions are intended for use upon pickup trucks that have conventional fleetside bedrails (MODEL 2010-1B and 2010-1FS) or that have bedrail track systems such as the Nissan Utili-track, Toyota Deckrail or Dodge, Ford or Chevy cargo management track system (MODEL 2010-1TRA) or any conventional metal fleet side or step side bedrails. 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.

INVENTORY

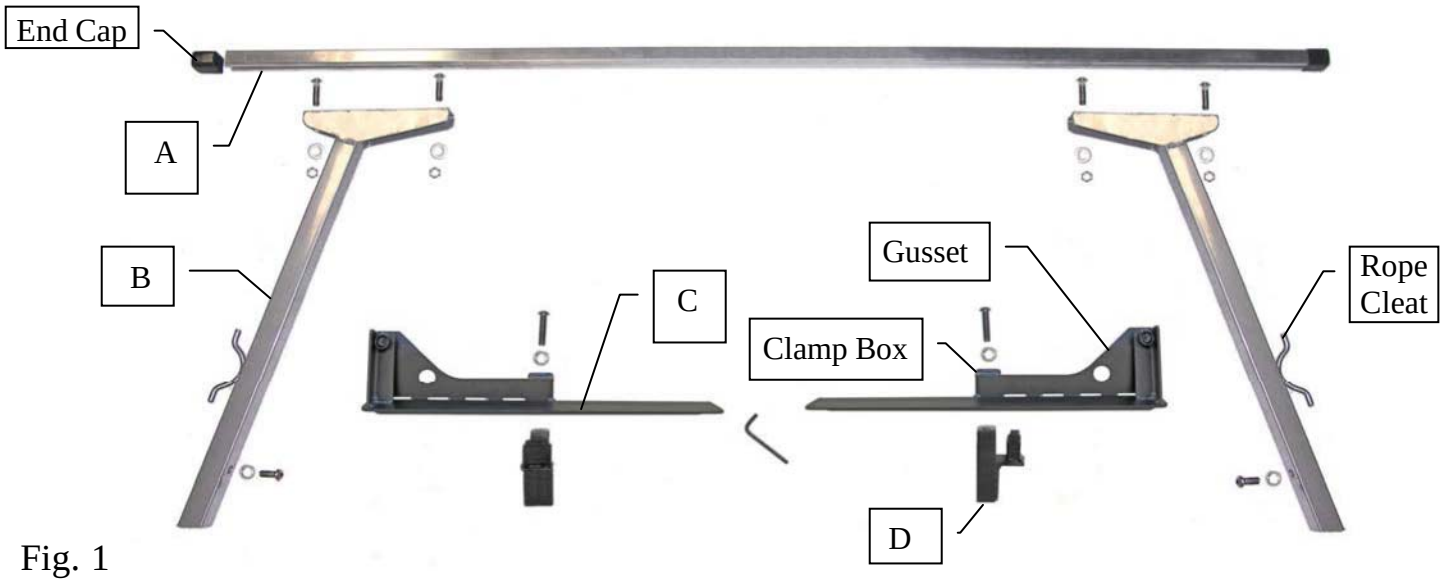

Fig. 1

If you ordered Paddler's Rack model 2010-1FS for standard fleetside truck beds, your rack should include these parts:

A. Aluminum Crossbar (x2)
B. Leg (x4)
C. Base (x2 left and x2 right)
D. Clamp Bottom (x4)

HARDWARE: 3/8-16 x 2" button head cap screws (x4); 3/8-16 X 1" button head cap screws (x4); 5/16-18 x 1-1/4" carriage bolt (x8); 5/16-18 nylon lock nuts (x8); metal washers (x16)

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

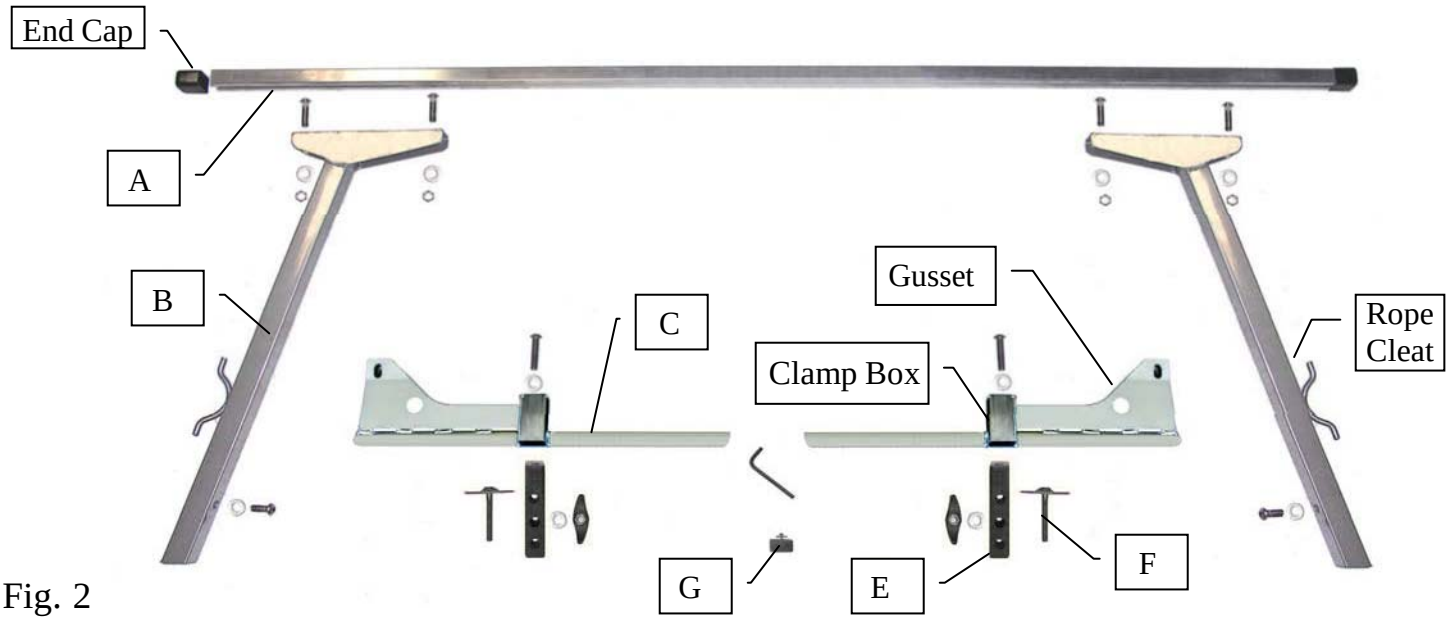

Fig. 2

If you ordered Paddler's Rack model 2010-1TRA for truck with a bedrail track system, your rack should include these parts:

B. Aluminum Crossbar (x2)
B. Leg (x4)
C. Base (x2 left and x2 right)
E. Clamp Tube (x4)
F. Track Insert (x4)
G. Safety Block with screw and washer (x2) HARDWARE: 3/8-16 x 2" button head cap screws (x4); 3/8-16 X 1" button head cap screws (x4); 5/16-18 x 1-1/4" carriage bolts (x8); 5/16-18 nylon lock nuts (x8); metal washers (x20)

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

ASSEMBLY

ReadALLinstructionsthroughonceBEFOREyoudoanything!

IMPORTANT: ALL Stainless Steel Screws have been DIPPED IN A GRAY COATING to help prevent threaded parts from sticking together. However, you should have also received a small tube of grease. Coat the threads of ALL SCREWS with grease BEFORE ASSEMBLY TO MAKE ASSEMBLY EASIER AND TO PREVENT THEM FROM SEIZING-UP DURING DISASSEMBLY.

1. Attach Legs to Bases. After you have inventoried and inspected all parts, examine the Legs (B). Notice that there is a hole near the bottom of the Leg. Next examine the Bases (C) and notice that near one end there is a vertical Gusset plate that stands next to an angular projection containing a threaded hole. Attach the Leg to the Base by sliding the bottom of the Leg over the top of the angular projection until the holes in the Gusset, the Leg, and the angular projection all align. Place a nylon washer on a 1-inch long button-head cap screw and thread one screw into the hole near the bottom of each Leg. Tighten each screw firmly with the Allen wrench. After attaching all Legs to Bases notice that the assemblies form two mirrored pairs.

FIG. 4

FIG. 5

2. Loosely attach the Crossbars to Legs. Lay the Crossbars (A) on the ground with the groove facing toward you. Remove the black caps from each end. Examine the top of the Legs and notice that there are two holes (round and square) in the top. Insert a 5/16-18 x 1.25” carriage bolt down through each hole in the top of each Leg (B). Place a metal washer and loosely thread a nylon lock nut on to the end. Take each Leg/Base assembly and place it on the ground ensuring that the Bases point upward. As shown in Figs. 6 thru 9, feed the heads of the bolts into the ends of the Crossbars.

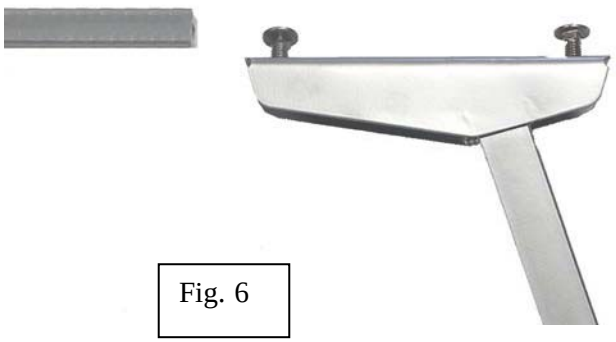

Fig. 6

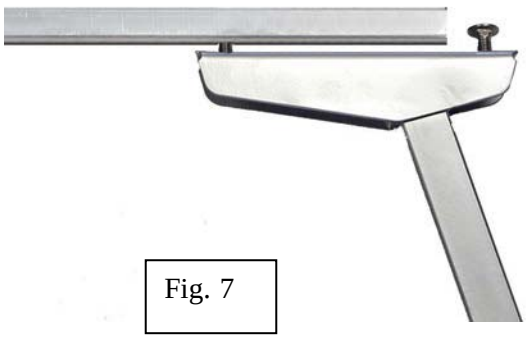

Fig. 7

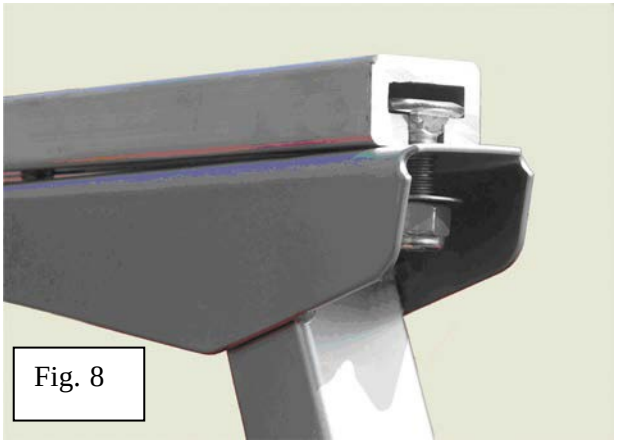

Fig. 8

Fig. 9

INSTALLATION

3. 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 carriage bolts attaching the Legs to the Crossbars, slide the Legs along the Crossbar either together or apart until the Legs and Bases 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 a front corner of the truck bed.

4. If you have a Rack Model 2010-1FS and Fleet Side bedrails ONLY, Clamp the Rack to the Bedrails. Notice that the bottom of the clamp box on the Base of the rack is open and the top has a hole. In order to clamp the Base to the bedrail of the truck, pick up the Clamp Bottom and insert the top of the tube with the threaded hole up into the bottom of the clamp box while simultaneously inserting the side with the rubbery pad up behind the lip of the bedrail. Place a washer on a 2-inch long button head hex cap screw and pass it down through the hole in the top of the clamp box until it engages the threads in the Clamp Bottom. Use the Allen wrench to turn the screw into the threads until the rubber pad 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. 10, 11, and 12, below.

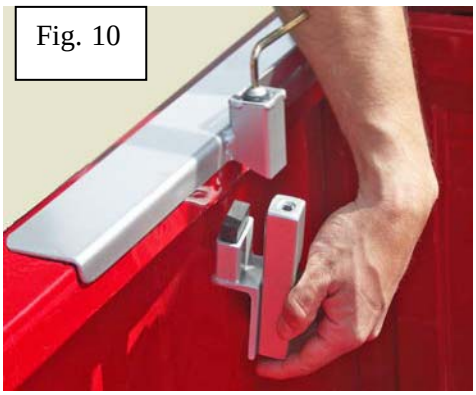

Fig. 10

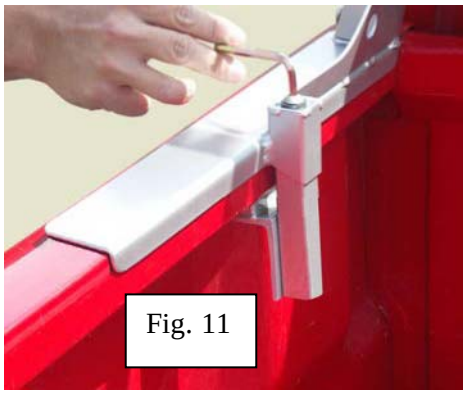

Fig. 11

Fig. 12

5. If you have Rack Model 2010-1TRA for Truck with a Track System ONLY , Attach the Rack to the Track. Figures 13 thru 18 show the 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. To install the rack first slide a Track Inserts (F) into each end of the tracks until they are about 12" from each end. CHECK TO ENSURE THAT YOU HAVE THE CORRECT INSERT FOR YOUR TRACK. If your insert can be pulled out through the opening in side 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 Tube (E) and notice that there are three holes in the side and one threaded hole in the top. Slide the threaded end of the track insert through the highest hole in the side of the Clamp Tube that will allow the top of the Tube to be about even with the top of the bedrail. Slide a metal washer onto the Track Insert and then screw a Plastic locking knob onto the end of the insert.

Tighten it enough to take out much of the slack but not so tightly that the Clamp Tube will not rotate around the threaded part of the insert. You may notice that after you have turned the plastic knob several turns, it becomes very difficult to turn, especially if you didn't place grease on the threads as recommended. This is because there is a nylon safety ring in the knob that you must pass through to tighten the knob completely. Apply more torque to work past the ring. Next place the Base of the Rack down on the bedrails so that the top of the Clamp Tube projects up into the open bottom of the Clamp Box. Place a washer on a 2-inch long button head hex cap 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. Using the Allen wrench, tighten the screw in the top of the Clamp Box until the Base is held securely on the bedrail. NOTE: There are three holes in the side of the Clamp Tube to allow it to be positioned so that the top of the Clamp Tube extends up into the Clamp Box; however, it should not extend so far inside that it strikes the top of the Clamp Box. Do NOT tighten so much that it damages or deforms 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. 18. WHEN UNINSTALLING THE RACK ALWAYS LOOSEN THE TOP SCREW BEFORE LOOSENING THE PLASTIC KNOB.

Fig. 13 

Fig. 14 

Fig. 15 

Fig. 16 

Fig. 17 

Fig. 18 

6. Adjust and Lock the Crossbar. After attaching the rack to the bedrails, check first to see if the Crossbar is centered between the Legs. Next ensure that the angles formed by the Legs with the Crossbar are the same on both sides. After these are properly aligned, tighten the lock nuts holding the Legs to Crossbar firmly as shown in Fig. 19 and 20 until there is no movement when moderate pressure is applied to the sides of the Crossbar. Replace end caps on ends of the Crossbar. If after making this adjustment you may find that there is a slight bowing in the crossbar, loosen and adjust the screws attaching the Bases to the Nut Tubes and the Nut Tubes. Adjust and retighten the fasteners until the Crossbar is straight. Alternatively, customer Emery Grantier suggests the following: Measure across the bed from the Rack Base on one side to the Rack Base on the other side with them mounted on the truck, then unmount them and adjust them off the truck to the same measurement. That removes all tension in the rack, and makes it much easier to mount and unmount.

Fig. 19

Fig. 20

7. 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 FIGs. 21 and 22, both sections of the rack should sit firmly on the bedrails without moving. 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 cleats on the side of each Leg or hooked to the eyes in the gussets at the base of each Leg. 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. Bind the load from a location directly above the Crossbar to the Legs of that Crossbar only. Do NOT tie down the load in a way that pulls the front and back sections of the rack toward each other. 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. 21 

Fig. 22 

8. Insert Safety Blocks. FIGs. 23 thru 25 show the plastic Safety Block being inserted into the back end of each track. The illustrations 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 American Make 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. 23 

Fig. 24 

Fig. 25