



INSTRUCTIONS for RIDGE RACK 1 and RIDGE RACK 2

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 the U.S. Rack Ridge Rack Models 2010-6 and 2010-7 to be installed only upon the Honda Ridgeline. These models of this rack are designed to carry ladders, boats, canoes, kayaks, lumber, or other cargo not exceeding 300 lbs for Model 2010-6 and 400 lbs for Model 2010-7.

These models are designed to carry loads, which are spread across the width of each crossbar and shared evenly between both crossbars. Model 2010-6 is not designed to carry loads where a force of over 75 lbs. is concentrated on any space less than 12 inches wide on any crossbar or where a load in excess of 150 lbs is applied to either crossbar. Model 2010-7 is not designed to carry loads where a force of over 100 lbs. is concentrated on any space less than 12 inches wide on any crossbar or where a load in excess of 200 lbs. is applied to 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 than 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.

Read ALL instructions through once BEFORE you do anything!



A SMALL PACKET OF GREASE SHOULD BE INCLUDED IN YOUR PACKAGE. PLACE A DAB OF GREASE ON EACH SCREW TO MAKE THREADING EASIER AND HELP PREVENT SEIZING.

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. If you have any questions about installation, call customer service. We will be happy to help.

Parts for RIDGE RACK 1, Model 2010-6 ONLY

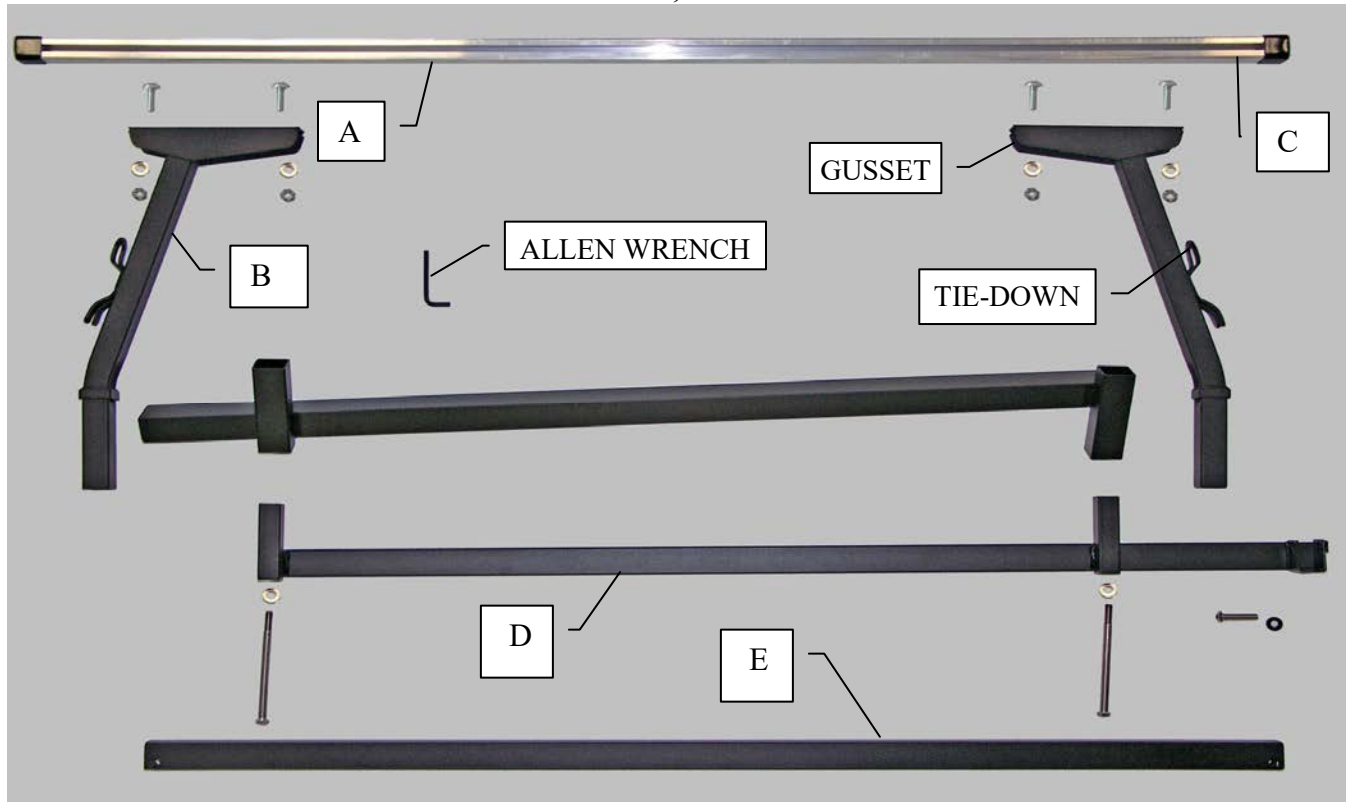


Fig. 1

Ridge Rack 1 consists of these parts:

- A. Crossbar (x2)
- B. Leg (x4)
- C. Plastic End Cap (x4)
- D. Base Rail (x2)
- E. Clamp Rail (x2)
- F. Front Rail (x1)
- G. Additional Hardware: Allen wrench for 3/8-16 screws (x1); 5/18-18 x 1.25" carriage bolt (x8); 3/8-16 x 6.5" hex bolts (x4); 3/8-16 x 1.75" button head hex cap screws (x2); 5/16-18 x 1.25 nylon lock nuts (x8); metal washers (x12); nylon washers (x2)

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

Attach Crossbars to Legs, Model 2010-6 RIDEGE RACK 1 ONLY. After you have inventoried and inspected all parts examine Crossbar (A); notice that it has a long groove along one side. This is the underside of the Crossbar. Examine Leg (B). Turn a Leg upside down and notice, for future reference, that there is a threaded plate recessed 3 inches into the open bottom of the Leg. Now notice that there are two holes in the gusset at the TOP of the leg, which may already contain carriage bolts with washers and nuts. If these are not already installed, insert a carriage bolt into each hole and add a washer and nylon lock nut. In accordance with Figs. 2 thru 5, below, remove the black caps from each end of the Crossbar, insert the tops of the screws into the channel and slide the Legs toward each other, until the bottoms of the Legs are 53.25" apart from center to center for the front Crossbar and 52.25 inches apart for the rear. Tighten the nylon lock nuts firmly so the Legs cannot move.

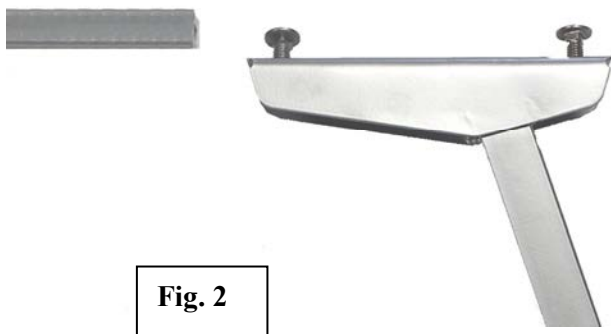


Fig. 2

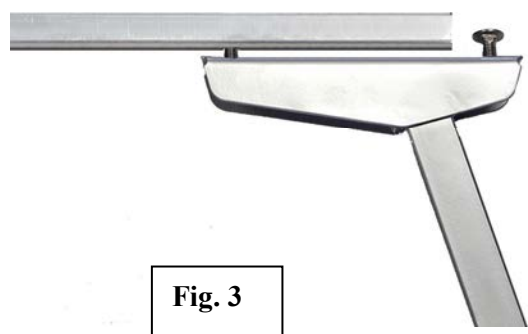
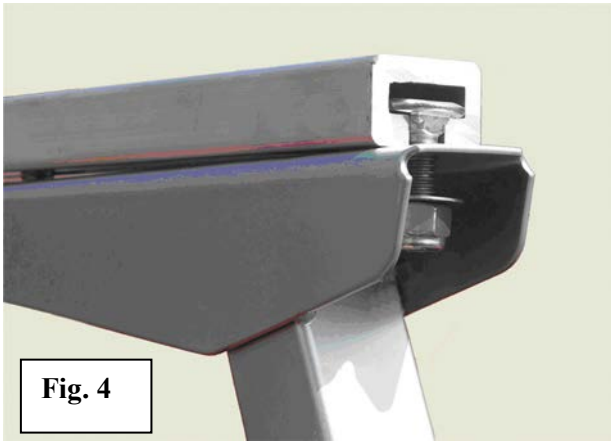
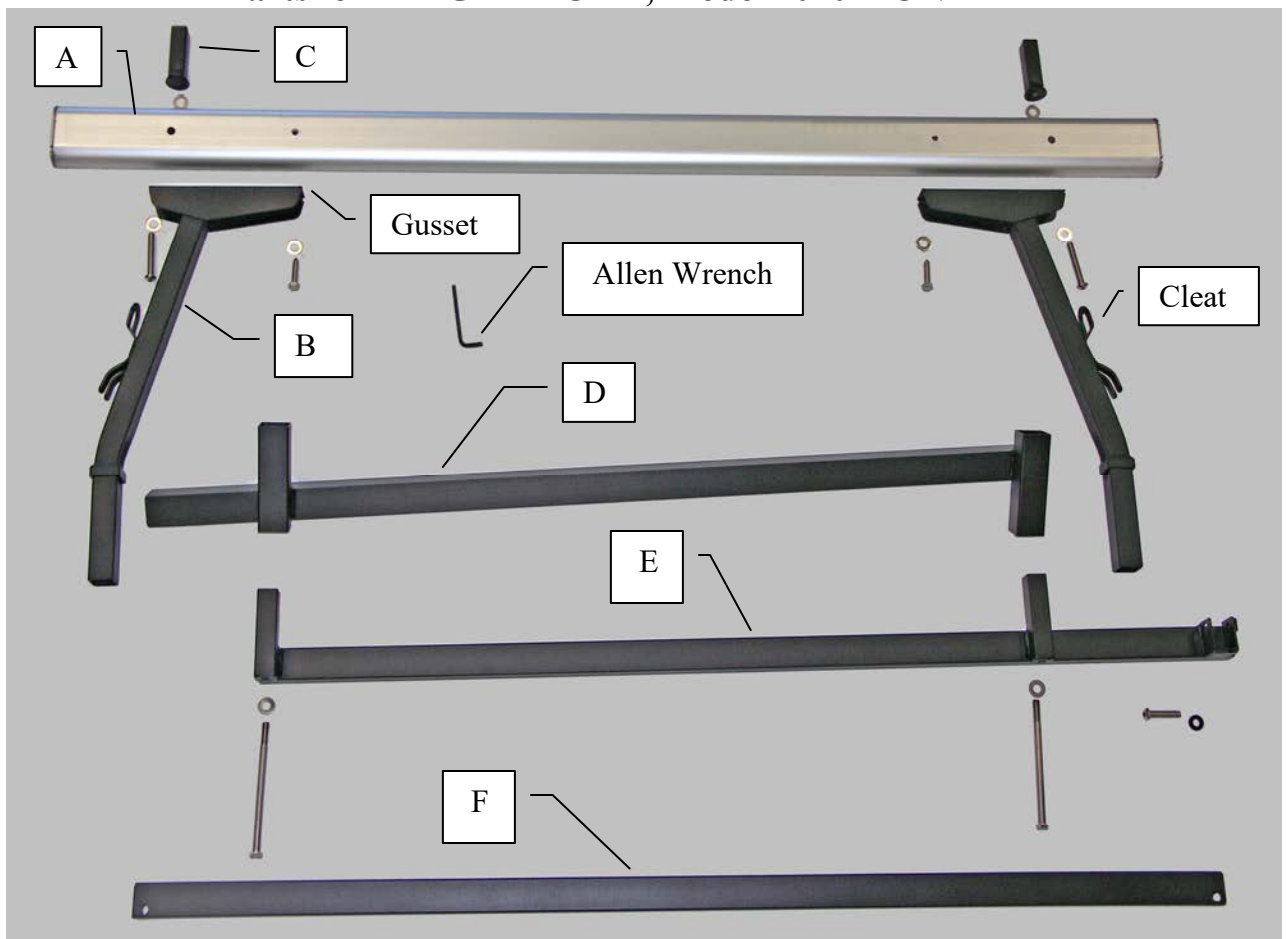


Fig. 3



Parts for RIDGE RACK 2, Model 2010-7 ONLY



Ridge Rack 2 consists of these parts:

- A. Crossbar (x2)
- B. Leg (x4)
- C. Nut Tube (x4)
- D. Base Rail (x2)
- E. Clamp Rail (x2)
- F. Front Rail (x1)
- G. Additional Hardware: Allen wrench for 3/8-16 screws (x1); 3/8-16 x 6.5" hex bolts (x4); 3/8-16 x 1.75" button head hex cap screws (x2); 3/8-16 x 3" carriage bolts (x4); 3/8 x 1.5" hex wood screw (x4); metal washers (x16); nylon washers (x2)

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

Attach Crossbars to Legs, Model 2010-7 RIDGE RACK 2 ONLY. After you have inventoried and inspected all parts. Examine a Crossbar (A) and notice that the top side of the crossbar has two holes drilled all the way through the crossbar. The bottom side has four holes, the two drilled all the way through plus two more drilled only part way through the Crossbar. Examine Leg (B). Turn a Leg upside down and notice, for future reference, that there is a threaded plate recessed 3 inches into the open bottom of the Leg. Now notice that there are two holes in the gusset at the TOP of the leg. These two holes correspond with the holes on the bottom of the crossbar. Orient the Legs with the holes of each Crossbar as shown in Fig. 1. Insert a carriage bolt into the underside of the gusset and pass it through the Crossbar, then place a metal washer of the end of the bolt and thread a Nut Tube (C) loosely onto the end. Align the other hole in the gusset with the hole in the underside of the Crossbar. Insert the wood screw and tighten firmly with a wrench. Now tighten the Nut Tube firmly. Notice that the measured distance between the bottoms of the Legs from center to center should be 53.25" for the front crossbar and 52.25" for the rear.

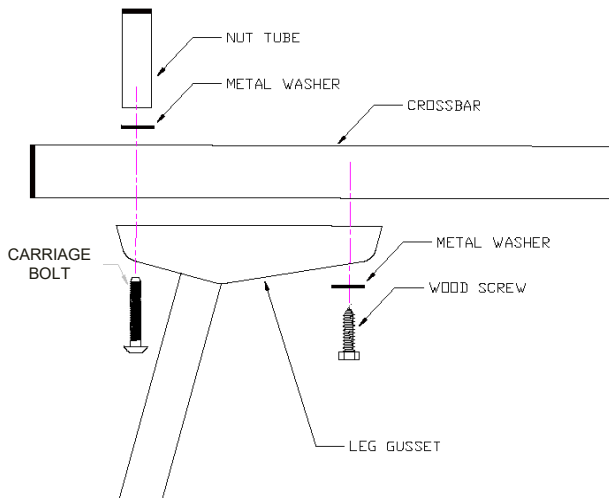


Fig. 7



Fig. 8

INSTALLATION (for Ridge Rack 1 AND Ridge Rack 2)

- Place the Ridge Rack onto the Bedrails.** Park your pickup truck in a safe and level place and lower the tailgate. Pick up the Base Rails (D) and notice that they consist of a long metal angle to which two tubes are welded. Place the Base Rails on top of the plastic bedrails of your truck so that the tubes hang down into the interior of the bed and the tubes are vertical; the longer upward projecting tube should be at the rear. Next step up into the bed and insert the bottoms of the Legs of the front Crossbar assembly, which should be 53.25" wide at the bottom, down into the tops of the open tubes at the front of the Base Rail. Install the narrower, rear Crossbar in the same manner. When completed, the parts should appear as shown in Fig. 9.



Fig. 9

- Clamp Rack to Bed.** Pick up and examine each Clamp Rail. Notice that they consist of a long horizontal tube to which two short vertical tubes are welded. A metal cap with a hole in it is welded to the bottom end of each of the short tubes. Align the tops of

short tubes with the bottoms of the tubes of the Base Rail while positioning the long horizontal tube of the Clamp Rail so that it is located in the long recess that runs along the side of the bed. Insert the tubes of the Clamp Rail up into the tubes of the Base Rail until the top of the horizontal tube makes contact with the top of the recess. Insert a 6.5" hex screw up through the hole in the bottom of each of the smaller tubes until the screw makes contact with the threaded plate inside the Leg. Thread the screw up into the Leg until it clamps the Base Rail firmly to the bed. Install the other Clamp Rail in a similar manner. See Figs. 10-12 below.



Fig. 10



Fig. 11



Fig. 12

3. **Insert Front Rail.** Pick up and examine the Front Rail (F). Notice that it has a hole in each end. Also notice that each Clamp Rail has a U-shaped bracket that is able to receive the Clamp Rail. Place the Front Rail into the U-brackets so that the holes in the ends of the Front Rail align with the holes in the brackets. Place a nylon washer on a 3/8-16 x 1.75" button head cap screw and thread a screw into each hole until the screw engages the nut in the back of the bracket. Screw the button head in firmly with the Allen wrench.
4. **Tighten screws and check installation.** Tighten all threaded parts from the top of the rack down. Tighten so that the screws are tight, but not so firmly that you strip threads or damage parts. When installed, as shown in FIGS. 13 or 14 below, both sections of the rack should sit firmly on the bedrails without moving. Loads can be roped or strapped to the tie-down cleats on the side of the Legs. Do NOT tie-off cargo to or otherwise pull on the Clamp Rails. It is critical that the Clamp Rails remain in the recesses and tight against the side walls of the bed. When properly installed in addition to the Front Rail pressing the Clamp Rails against the side walls of the bed, the Legs themselves will provide modest pressure to keep the Clamp Rails pressed against the side walls. Ensure that when loads are tied, that the straps or ropes do not pull in the Legs of the Rack to pull the Clamp Rails away from the side walls of the bed. 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 and that the Clamp Rails remain tight.



Fig. 13



Fig. 14