

*ASSEMBLY INSTRUCTIONS*  
*for :*

**PRO-II**

6.2.1

***KARGO***®  
***MASTER***

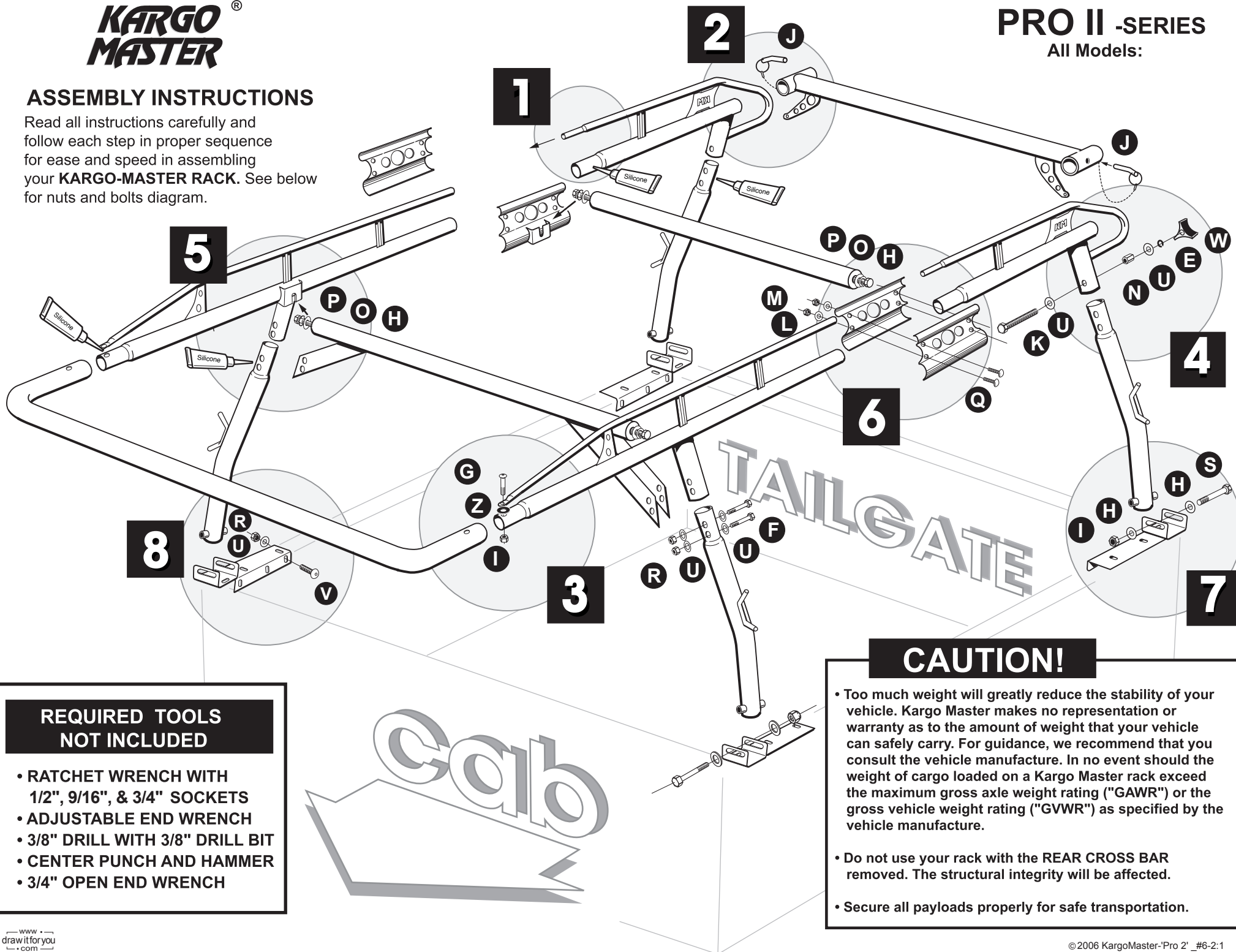
**(916) 638-8703**

**(800) 343-7486**

• 11253- G Trade Center Drive • Rancho Cordova, CA 95742 •

### 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.



#### 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.



**H** (12 ea.) 1/2" SAE Flat Washer



**O** (5 ea.) 1/2" Lock Washer



**U** (29 ea.) 3/8" SAE Flat Washer



**L** (9 ea.) 5/16" Flat Washer



**E** (3 ea.) 3/8" Lock Washer

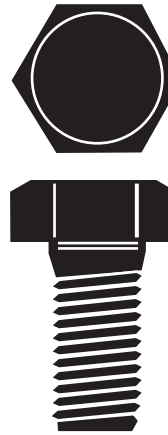
**S** (4 ea.)  
1/2" x 3-3/4"  
Hex Bolt



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



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



**K** (2 ea.)  
3/8" x 3 1/2"  
Tap Bolt



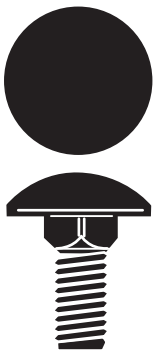
**F** (4 ea.)  
3/8" x 3"  
Hex Bolt



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



**Q** (8 ea.)  
5/16" x 3/4"  
Carriage Bolt



**Z** (2 ea.)  
1/2" Rubber Washer



*Shown Actual Size*

**I** (7 ea.)  
1/2" Jam Nut



**R** (12 ea.)  
3/8" Lock Nut



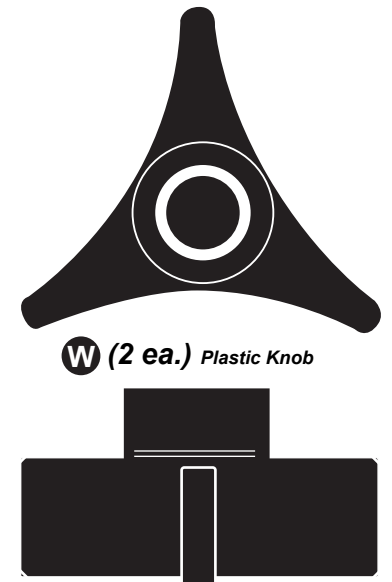
**M** (9 ea.)  
5/16" Lock Nut



**N** (2 ea.)  
3/8" Coupling Nut



**W** (2 ea.) Plastic Knob



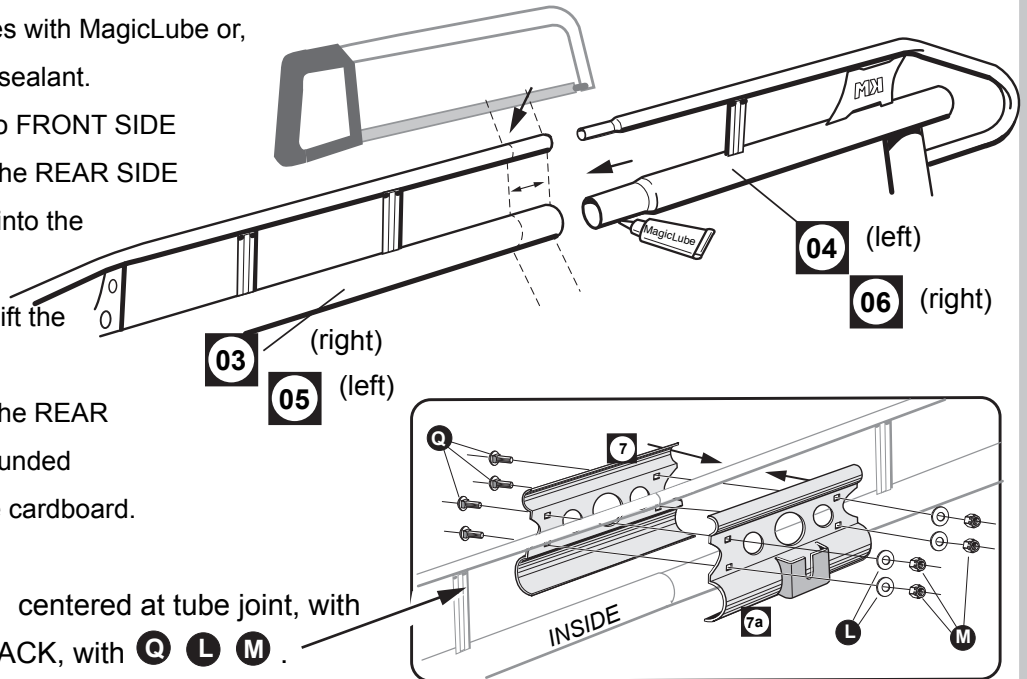
# STEP 1

**#1=**The FRONT SIDE BEAMS are custom cut at the factory to fit each specified make and model of vehicle. Some retailers may choose to stock only racks designed for long beds. These racks can be modified to fit shorter truck beds by cutting the FRONT SIDE BEAMS to size: the length of material to be cut off is set forth in the "Modification Chart" included in these instructions. **Only if applicable, cut now.**

**#2=** Cover entire swaged joint surfaces with MagicLube or, in harsh or salty environments, silicone sealant.

Then slide REAR SIDE BEAMS **03** into FRONT SIDE BEAMS **04**. If the swaged portion of the REAR SIDE BEAM does not easily slide completely into the FRONT SIDE BEAM, place a piece of cardboard shipping box on the ground, lift the joined FRONT and REAR SIDE BEAM assemblies into a vertical position with the REAR SIDE BEAM down, and gently tap the rounded bottom of the REAR SIDE BEAM on the cardboard.

**#3=** Attach CLAMP PLATES **7** centered at tube joint, with slotted brackets towards inside of RACK, with **Q L M**.



# STEP 2

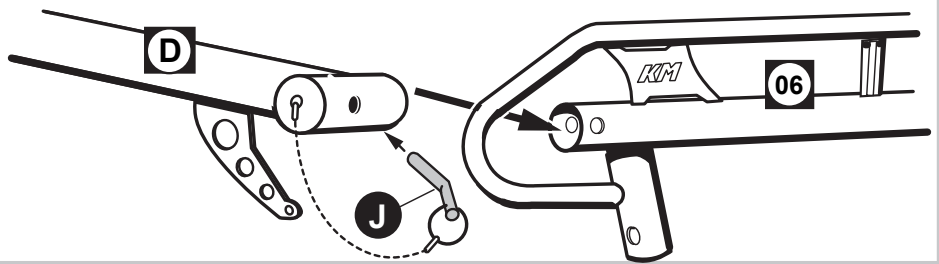
**#1=** Slide REAR BAR **D** on to

REAR SIDE BEAMS **04**

**06**

**#2=** Fully insert LOCK PINS **J**

completely to the bend of the pin



# STEP 3

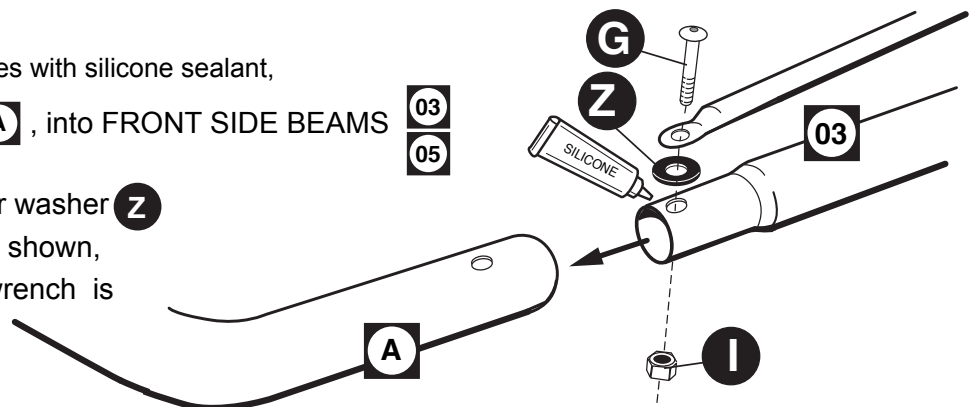
**#1=** Cover entire swaged joint surfaces with silicone sealant,

Slide FRONT CROSS BAR **A**, into FRONT SIDE BEAMS **03**

**05**

**#2=** BOLT TOGETHER with rubber washer **Z**

between top rail & side rail, as shown, using **G** & **I**. The allen wrench is included in the package.



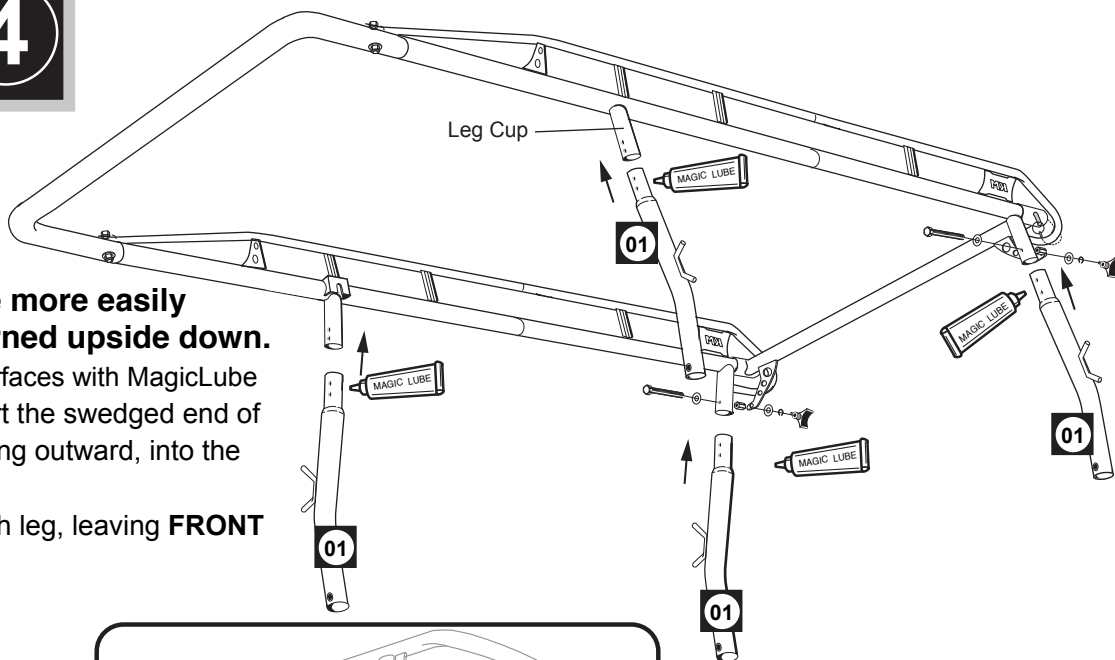
# STEP 4

#1= All 4 legs are identical.

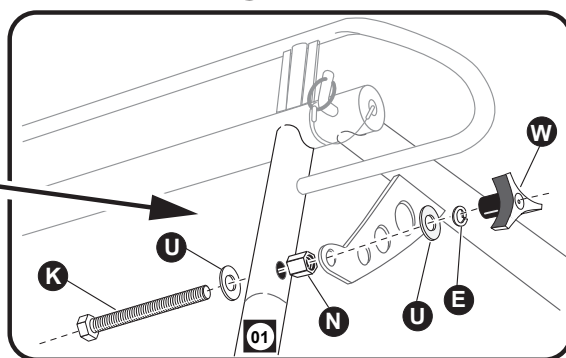
NOTE: **Steps #4 & #5 are more easily completed with rack turned upside down.**

Cover entire swaged joint surfaces with MagicLube or Silicone sealant, Then insert the swaged end of each leg **01**, rope hooks facing outward, into the short leg cup.

Repeat this operation for each leg, leaving **FRONT LEGS** unbolted.



#2= Bolt **REAR LEGS** and **REAR BAR BRACE** (as shown)



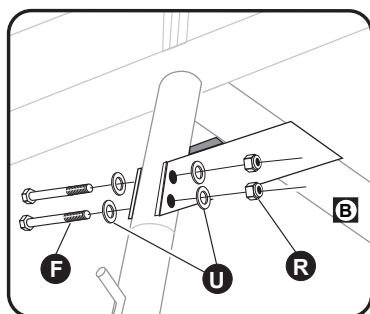
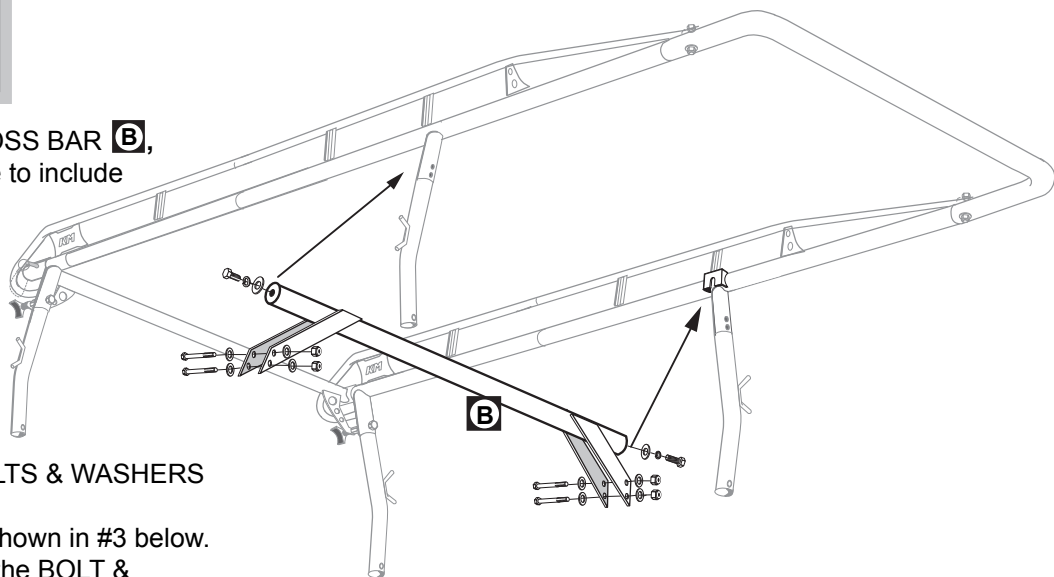
# STEP 5

#1= At each end of **CENTER CROSS BAR B**, start **BOLTS & WASHERS**. Be sure to include both flat and lock **WASHERS**. Leave loose enough so that **BOLT** shaft can be slid into the **FRONT SLOTTED BRACKET** as shown in #3 below.

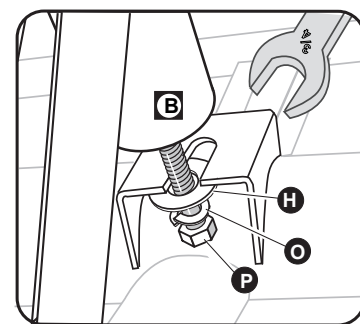
#2= On one side of rack, slide **BOLTS & WASHERS** into

**FRONT SLOTTED BRACKET** as shown in #3 below. On the other side of the rack, slide the **BOLT & WASHERS** into **FRONT SLOTTED BRACKET**. Bolt **CENTER CROSS BAR BRACES** and **LEG** together (snug only).

Returning to the other side of the rack, bolt the **CENTER CROSS BAR BRACES** and **LEG** together (snug only)

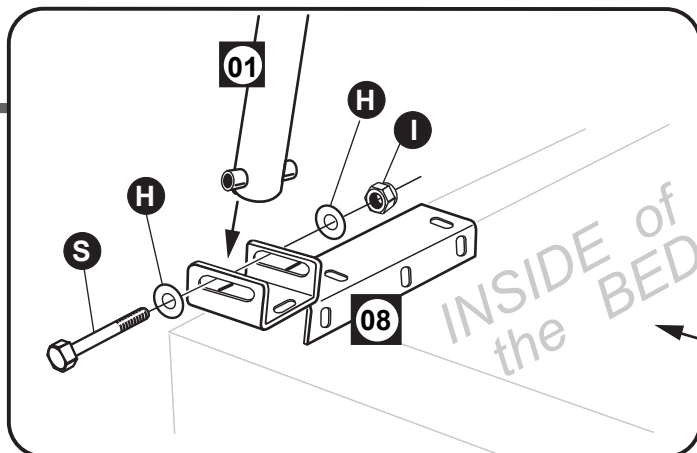
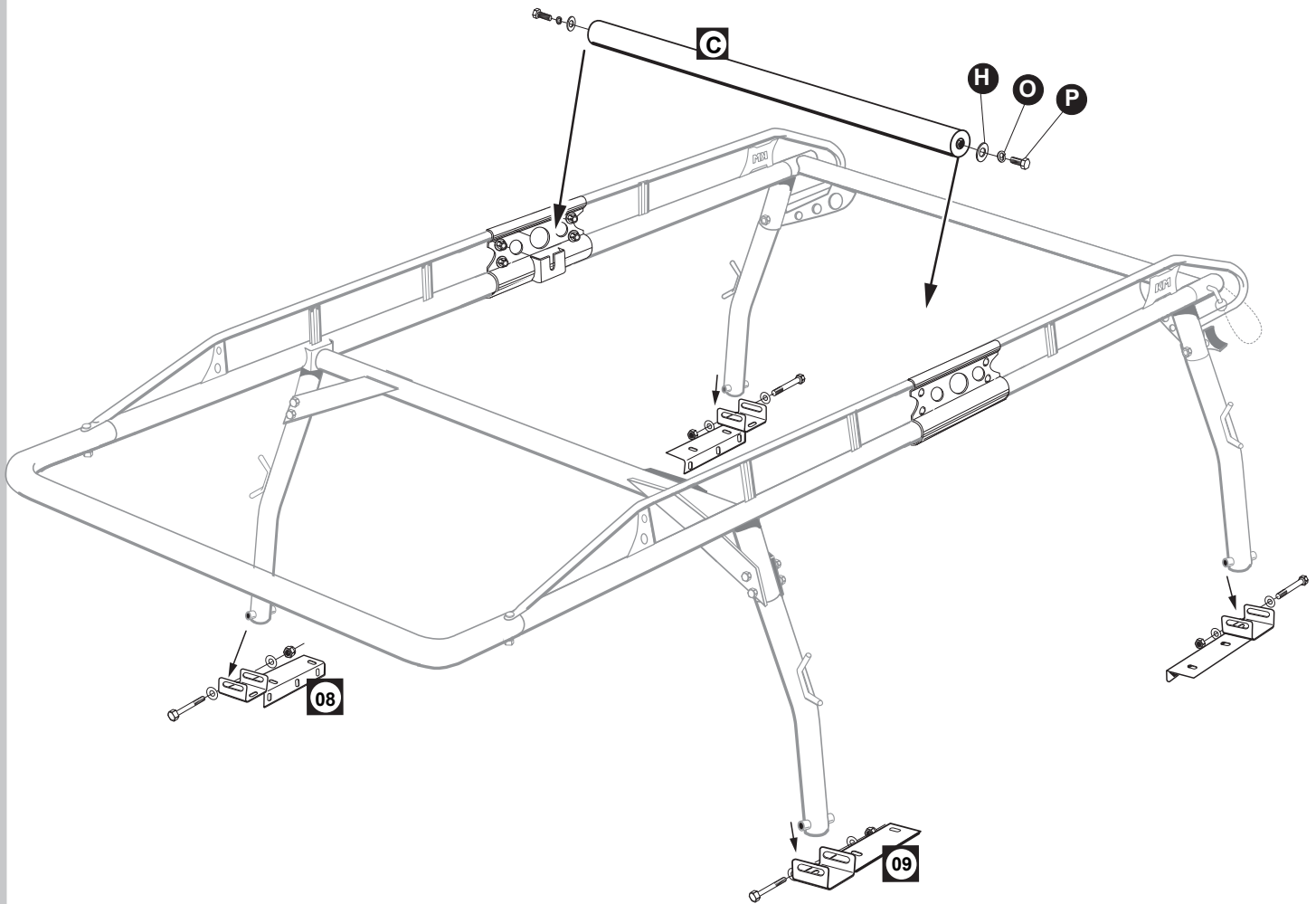


#3= With an open end 3/4" wrench, snug the **CENTER CROSS BAR BOLTS** on each side of the rack.



# STEP 6

**#1** = Turn rack right side up now. At each end of CENTER CROSS BAR **C**, start BOLTS & WASHERS **P**, **O**, **H**. Be sure to include both flat and lock WASHERS. Leave loose enough so that BOLT shaft can be slid down into the CLAMP PLATE SLOTTED BRACKET as shown below.



# STEP 7

**#1** = Attach LEG MOUNTING PLATES **08** **09** to LEGS (as shown) snug only

# STEP 8

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

**#2=** Place ASSEMBLED RACK onto truck bed. **Be sure FRONT MOUNTING PLATES** are as far forward towards the cab as possible. Choose, mark, and center punch the TWO (2) HOLES on the MOUNTING PLATES that work best for your truck bed. Use a **3/8" DRILL** to drill holes for BOLTS **V**, then attach with WASHERS & NUTS **U** **R**.

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

## IMPORTANT!

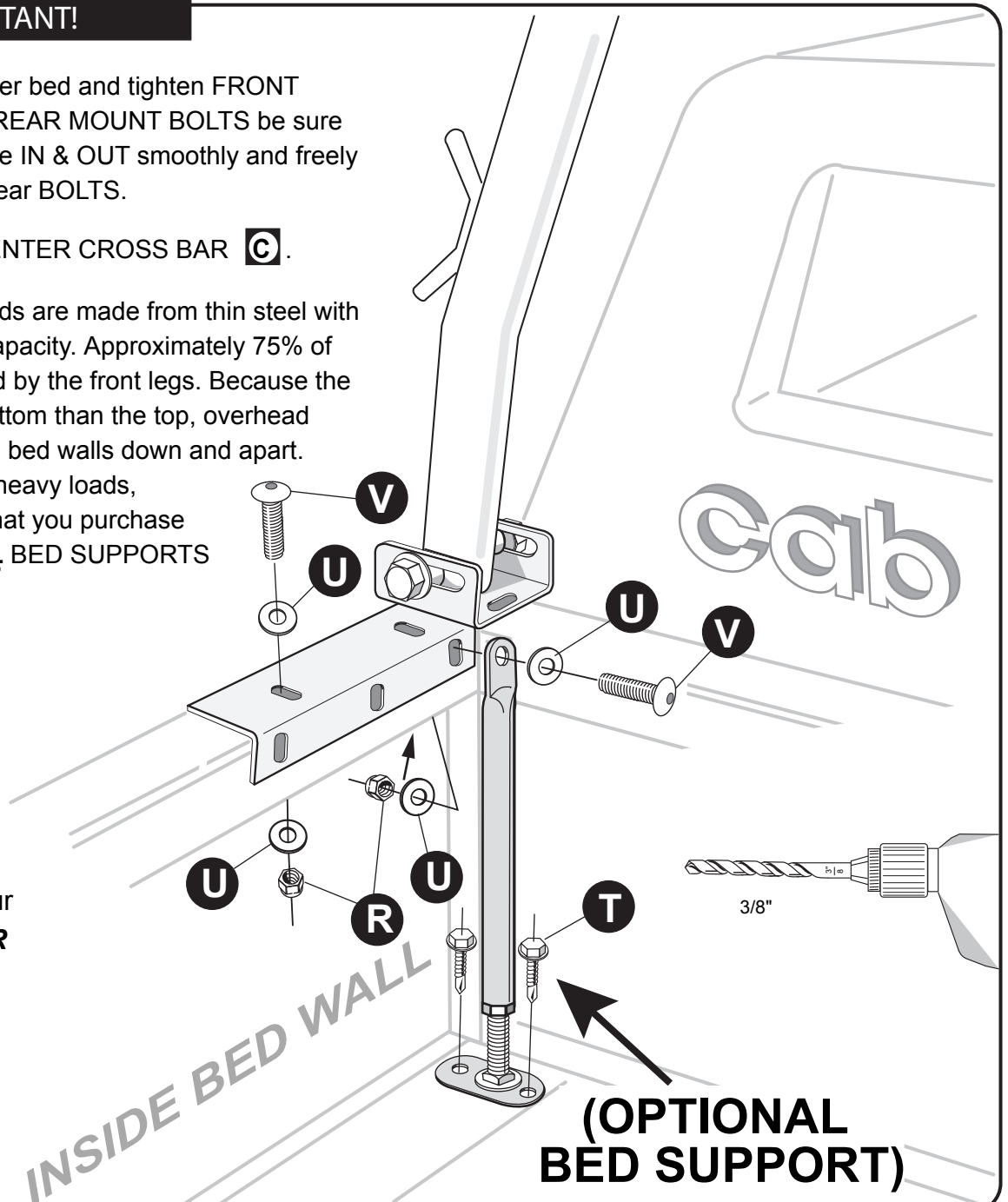
**#3=** Center RACK over bed and tighten FRONT MOUNT BOLTS. On REAR MOUNT BOLTS be sure LOCK PINS **J** slide IN & OUT smoothly and freely before tightening the rear BOLTS.

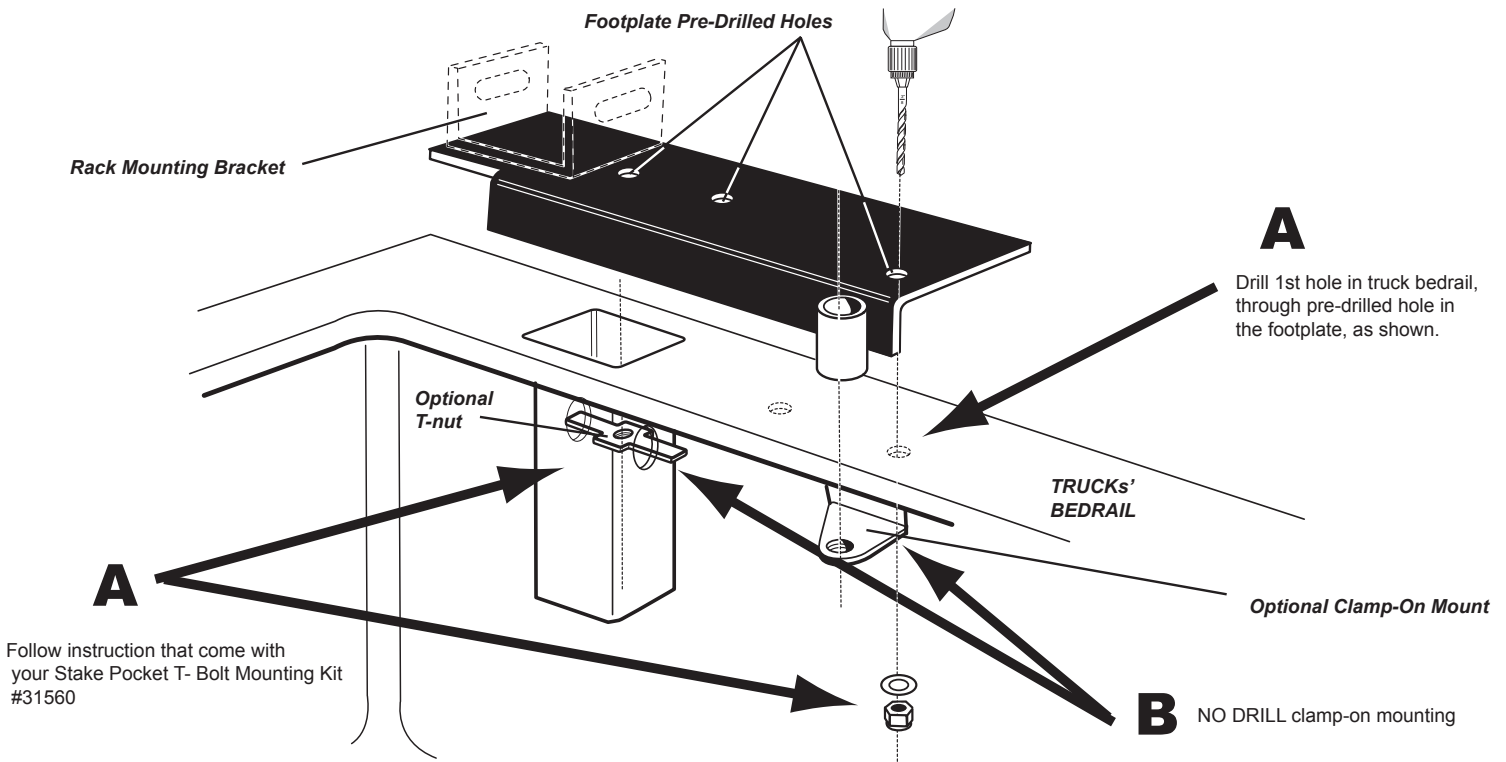
**#4=** Snug bolts in CENTER CROSS BAR **C**.

**#5=** 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!**





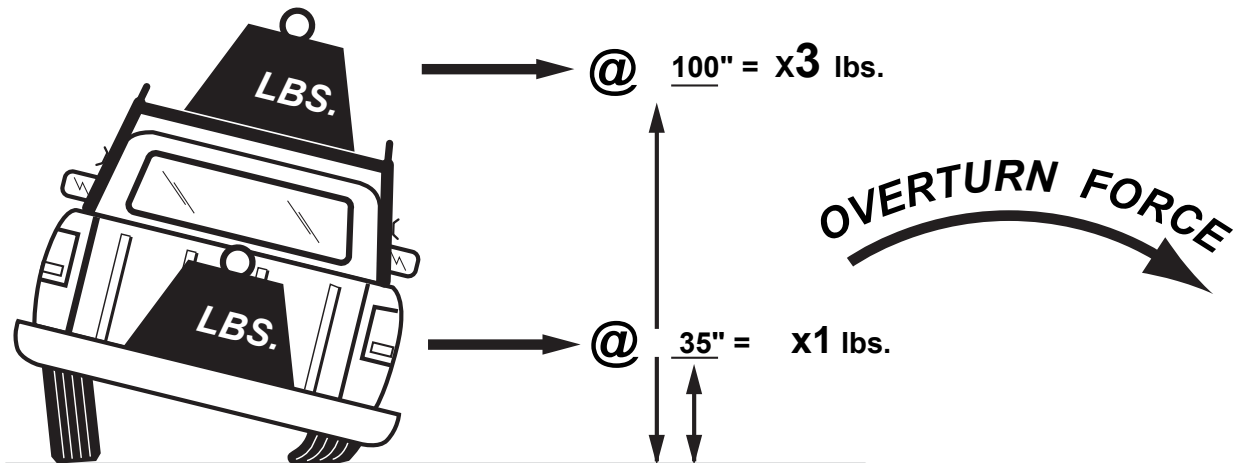
**OPTION A** PURCHASED SEPARATELY:

When it is not possible to locate a bolt close to the front leg, use our optional Stake Pocket T- Bolt Kit #31560. The T-nuts will go into the stake pocket to secure the footplate to bed rail, along with the hole drilled into the trucks' bed rail through the pre-drilled hole in the footplate. Complete instructions come with the kit.

**OPTION B** PURCHASED SEPARATELY:

This plan is the NO DRILL ANYTHING solution. These clamps allow you to bolt down the footplates to the trucks' bed rail without having to drill any holes in your truck or the footplate. This kit is #31580.

**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.

For TECHNICAL SUPPORT Call: **1.800.343.7486**  
 HOURS: Monday- Friday 8:00 A.M. to 4:30 P.M. ( PACIFIC )