



upTOP ALPHA/BRAVO Dodge Ram 1500 4G

Effective 2023 we are making some changes to our products that might not be reflected in this guide. Major changes for 2023 include:

- Removal of **lock washers** from hardware kits in some cases.
- Switching to through-bolt assembly on Alpha roof racks instead of rivet nuts.
- Foot to rack bolts upgraded to lock nuts.
- Revised slot array in grooveTEK on Alpha/Bravo roof racks.

Thank you for selecting upTOP™ as the choice for your vehicle. The Alpha roof rack designed for your platform requires competency with basic hand tools and assembly procedures. If you are not comfortable or you feel it is above your pay grade you are encouraged to seek professional installation of this product.

TOOLS REQUIRED

- 5/32 Allen wrench
- 5mm Allen wrench
- 1/2" wrench (Alpha Only)
- 7/16" Wrench (Alpha Only)
- 13mm wrench
- 10mm wrench (2X)
- Cordless Drill
- Tape Measure
- Silicone Sealant
- VIBRA TITE VC-3 Threadlocker (Included)

The load rating for the Ram 1500 assumes an evenly distributed weight load on a roof rack attached to properly installed cross nuts. Although the roof rack design is capable of supporting substantially more weight the fasteners used to connect the rack to the roof of the truck are limited to the following:

- **Dynamic/Moving: 225 Pounds**
- **Static/Parked: 650 Pounds**

You will need adequate floor space to assemble your roof rack prior to installing it to your vehicle. An area 80x80" is recommended for this assembly.

You are encouraged to inspect the contents of your package prior to completing assembly and installation. For any missing/damaged parts email pictures and descriptions to support@uptopoverland.com with your order number as reference in the subject line. A specialist will assist you with the process for field repair or component replacement.

It is important to plan for any wiring that needs to be completed during the course of rack installation. Incorporate these steps into the steps in this guide at points that reduce additional disassembly of the rack while it is installed on the vehicle.

GUIDE USE:

- **Section 1 Bravo Ram 1500 Assembly**
- **Section 2 Alpha Ram 1500 Assembly**
- **Section 3 Rack to Roof Installation-All**

SECTION I
Ram 1500 BRAVO

Ram 1500 Major Component BRAVO

PART #	Quantity	Description
2033	1	Driver Side Plate
2034	1	Passenger Side Plate
LB54	6	54.5" Load Bar-Black
2274-2285	1	Wind Screen- Options Vary*
1358	4	Middle/Rear Feet
1359	2	Front Feet

**Wind Screen options may include additional hardware not indicated on this chart. See Wind Screen Lighting Guide on website for brand specific wind screen assembly.*

Torque Specifications Ram 1500

Fastener Location	Required Torque	Thread Locker Required
Load Bar First/Last	80 Inch Pounds	No
Load Bar-All Other	75 Inch Pounds	No
Feet to Rack	125 Inch Pounds	Yes
Wind Screen	65 Inch Pounds	Yes
Armor to grooveTEK	65 Inch Pounds	No
Pressure Foot	125 Inch Pounds	No
Rack to Roof	125 Inch Pounds	SEALANT

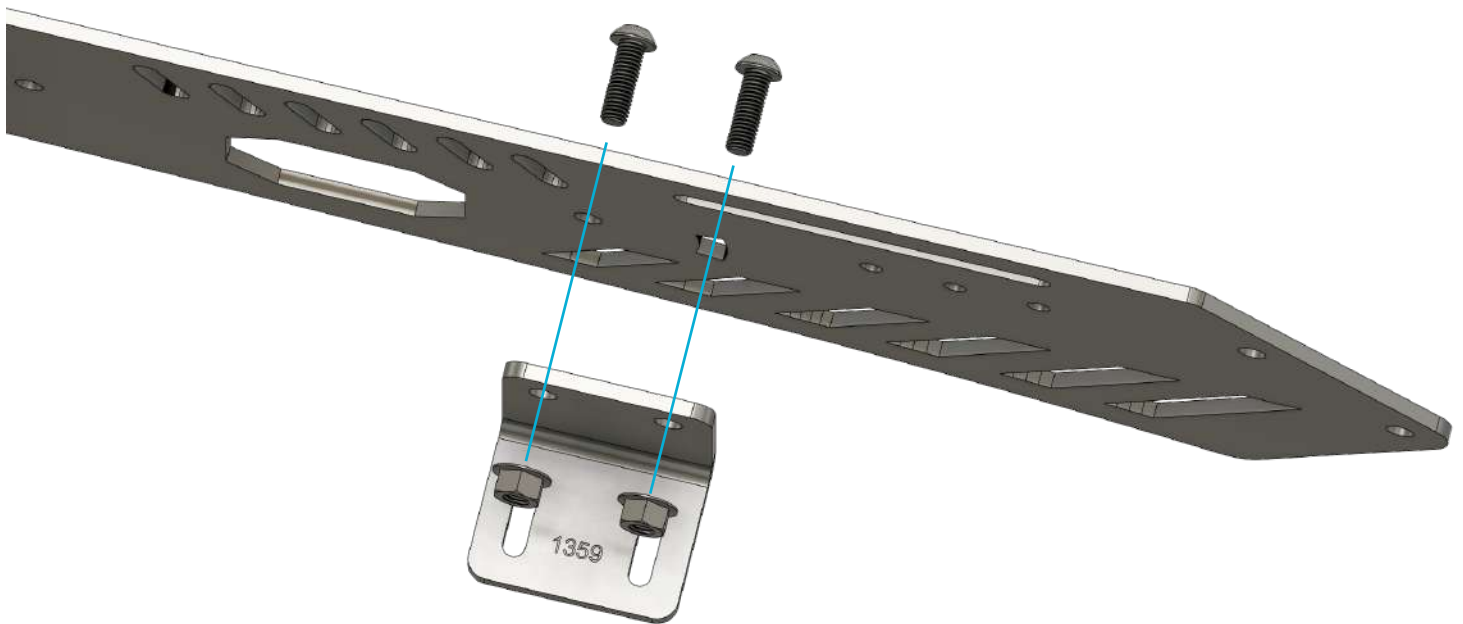
Torque specs provided for final assembly AFTER roof rack is installed to vehicle. You are encouraged to hand tighten fasteners prior to final assembly to aid in adjustment for fitting rack to vehicle. Torque specifications provided in INCH POUNDS. 1 Inch Pound = .083 Foot Pound

NOTE:

The rack components will be assembled on the ground and then transferred to the vehicle to serve as a template for proper alignment of the feet for drilling and installation of the cross nuts.

GATHER THE FOLLOWING:

- 2033 Driver Side
- 2034 Passenger Side
- 1358 Feet (4X)
- 1359 Feet (2X)
- Hardware "Feet to Rack"
- 5mm Allen wrench
- 13mm wrench

**Figure 1**

**Driver Side (2033) Shown
1359 FRONT Foot**

The hardware assortment for attaching the feet to the rack is the same for all six (6) locations. There will be three (3) feet per side.

- Align the 1359 front feet as shown above and install the hardware.
- Leave the hardware loose enough you can articulate the foot by hand in the channel and adjust the angle of the FRONT foot to match the contour of the roof of the truck.
- Repeat the process on the passenger side (2034) with the remaining 1359 front foot.

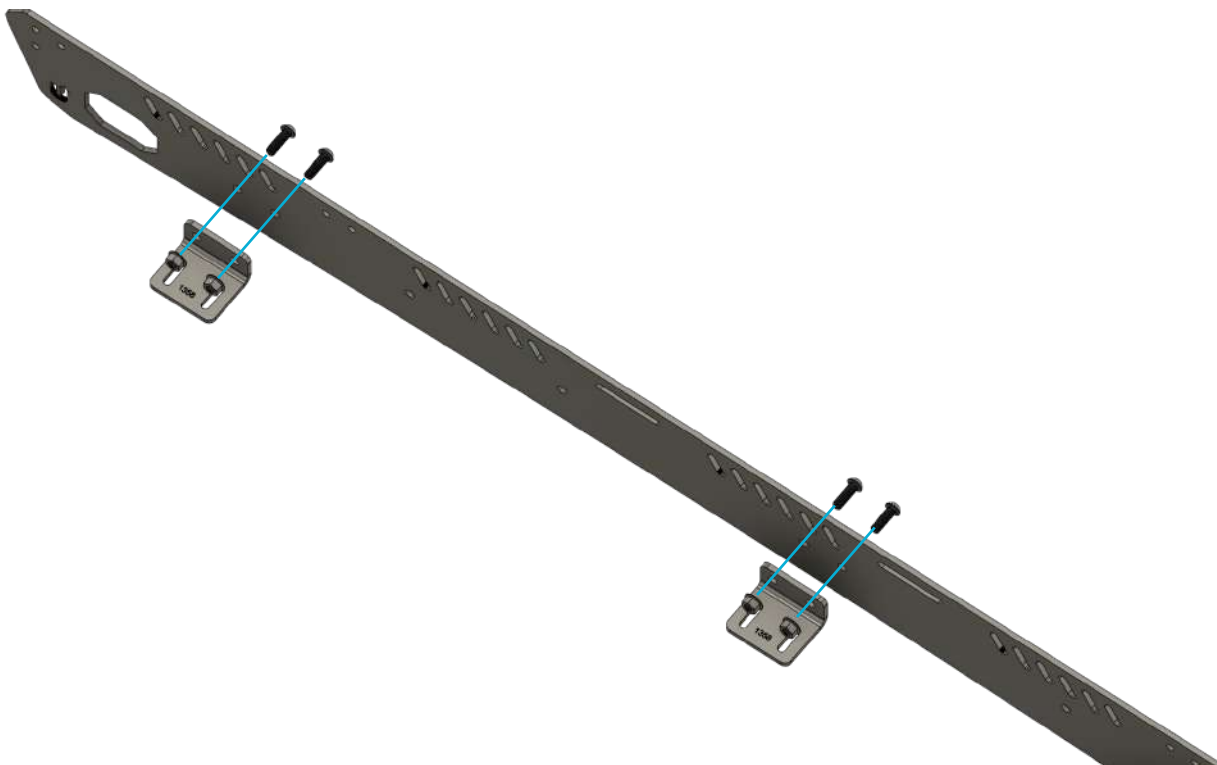


Figure 2
Driver Side (2033) Shown
1358 MIDDLE/REAR Feet

The feet (1358) used for the MIDDLE and REAR locations are the same part number and do not index as left/right. A 1358 foot can be used at any of the MIDDLE or REAR locations.

- **Align the 1358 feet as shown above and install the hardware.**
- **Leave the hardware loose enough you can articulate the foot by hand in the channel and adjust the angle of the FRONT foot to match the contour of the roof of the truck.**
- **Repeat the process on the passenger side (2034) with the remaining 1358 Feet.**
- **The 1358 are NOT adjustable and can be fully tightened at the time of installation. See chart on Page 2 for torque specifications.**

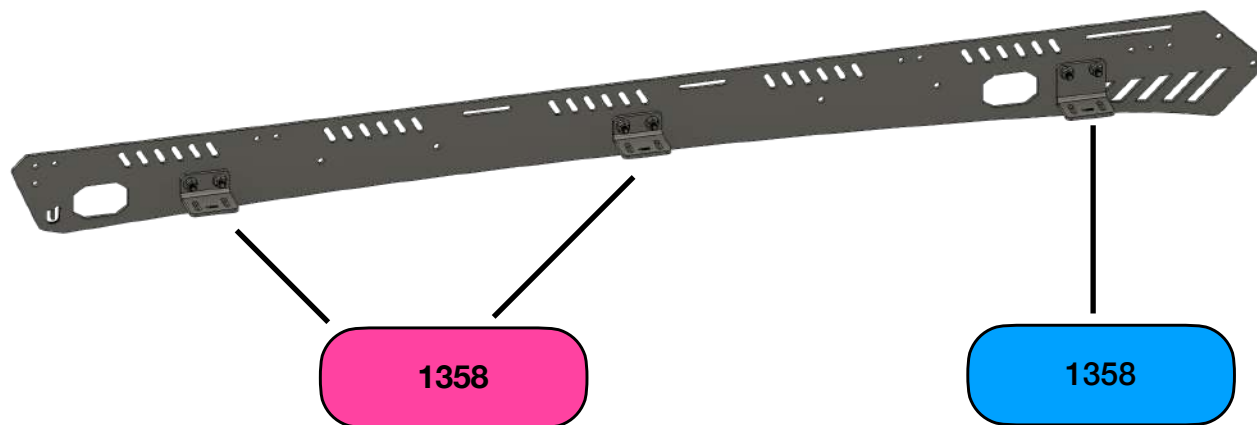


Figure 3
Driver Side (2033) Shown
All feet installed

The passenger side (2034) will mirror the illustration above. Once you have all six (6) feet installed...

GATHER THE FOLLOWING:

- Load Bars-All
- Hardware "Load Bars"
- 5/32" Allen wrench

And proceed to page 6.



Figure 4
Driver Side (2033) Shown
Fixed Position Load Bars

Two (2) of the load bars on the Ram 1500 Bravo rack install into a fixed position to keep the rack assembly square when installing it to the truck. Seen here in **ORANGE**.

All of the remaining (except the REAR, explained later) will install to the horizontal slots near the top of the rack sides. Shown here in **PINK**.

The machined holes underneath the FRONT load bar position are to facilitate mounting the FRONT load bar vertically to better support the weight of more robust lighting systems. Shown here in **GREEN**. Consult our windscreen lighting guide for use of this position.

- Align the **SECOND FROM THE FRONT** load bar to the machined holes (**ORANGE**) and install. All of the load bars in the Ram 1500 Bravo will use the following hardware:
 - 1/4-20x1 Button Head Bolt (4X-2 per side)
 - 1/4 Lock Washer (4X-2 Per Side)
- Use a 5/32" Allen wrench to install the hardware.
- Repeat the process on the passenger side (2034).

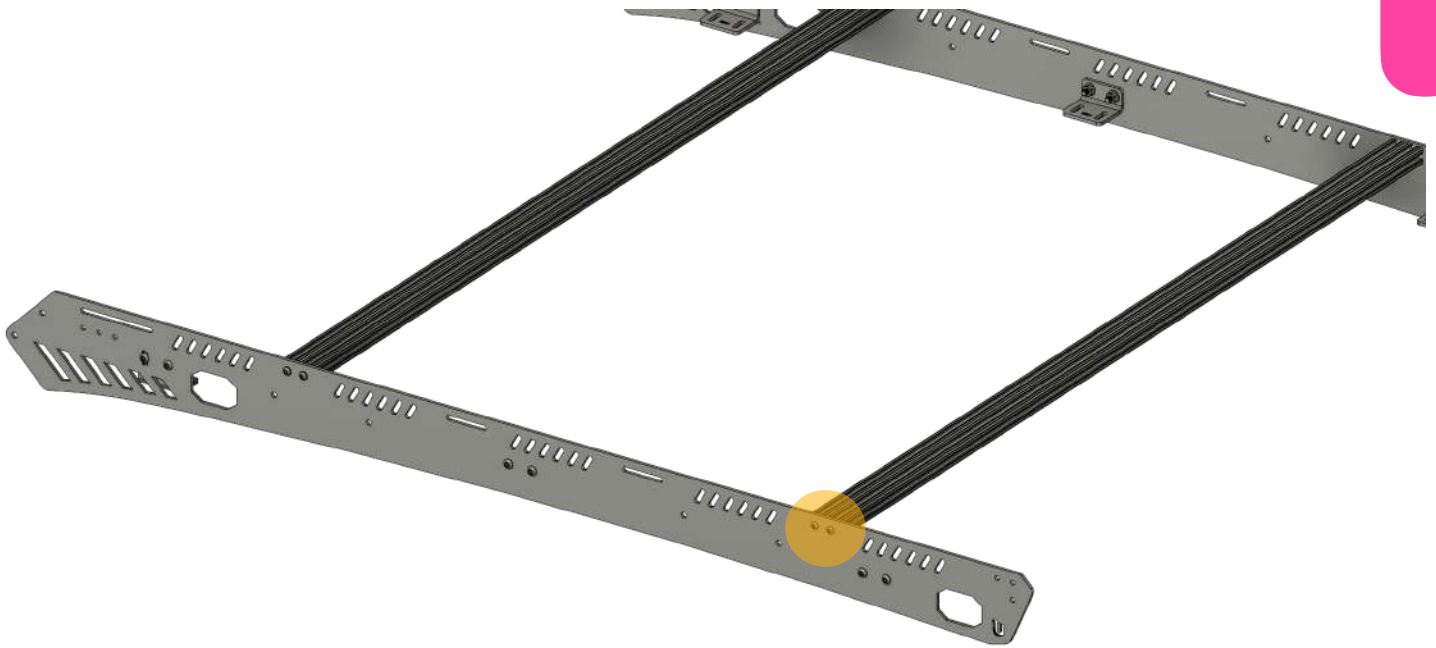


Figure 5
Driver Side (2033) Shown
Fixed Position Load Bars

*The remaining fixed position load bar is located in the fifth position from the FRONT of the rack. Shown here in **ORANGE**.*

- *Install the hardware and tighten with 5/32" Allen wrench.*
- *Repeat the process on the passenger side (2034).*

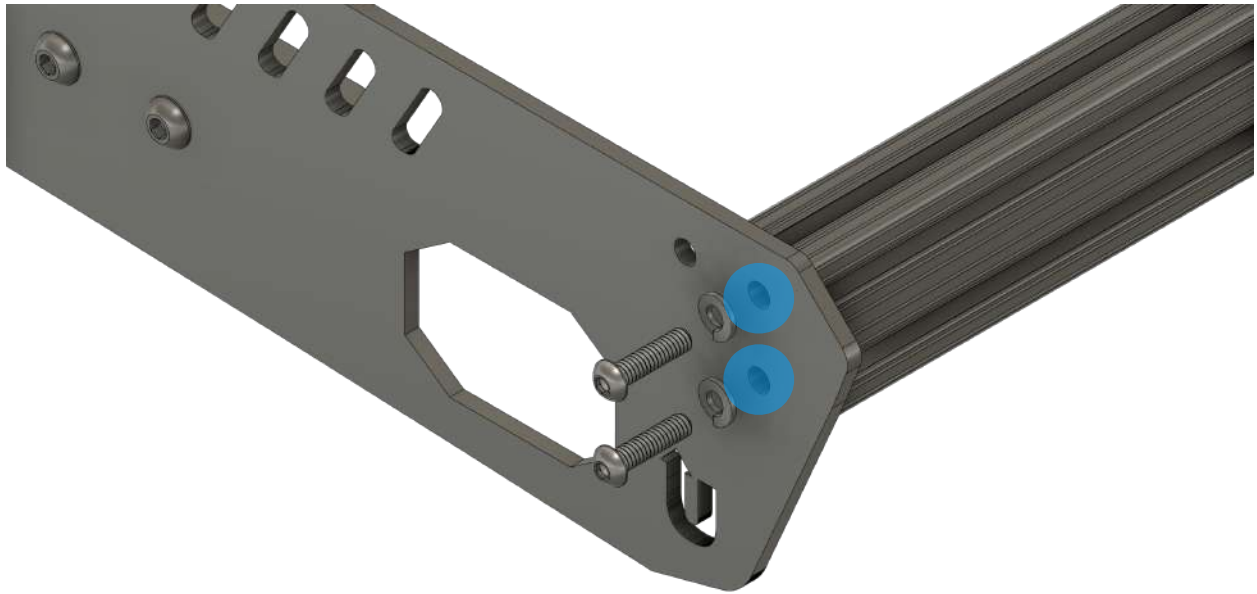


Figure 6
Driver Side (2033) Shown
REAR Load Bar

The REAR load bar must be installed vertically to allow adequate clearance of the factory shark fin antenna. If your vehicle DOES NOT feature a shark fin antenna at the rear of the truck you may install the REAR load bar horizontally to match the others.

- **Use the two (2) vertical holes at the rear of the rack to install the rear load bar. Shown here in **BLUE**.**
- **Tighten into place with 5/32" Allen wrench.**
- **Repeat the process on the passenger side (2034).**



Figure 7
Driver Side (2033) Shown
Remaining Load Bars

The remaining three (3) load bars will be installed into the horizontal slots along the top of your sides (2033/2034) shown here in **PURPLE** with the same hardware used for the load bars in previous steps.

While the load bars can be installed at any position within the slot it is imperative that the load bars be even with one another on the driver (2033) and passenger (2034) side. Failure to ensure they are even with one another can put the load bars in a bind and cause the rack body to twist affecting the positioning of the mounting feet.

- Align and install the three (3) remaining load bars with the provided hardware.
- Use a 5/32" Allen wrench to tighten into position. They can always be adjusted later to aid in gear alignment.
- Repeat the process on the passenger (2034) side.

GATHER THE FOLLOWING:

- 5mm Allen wrench
- 13mm wrench
- Hardware "Fairing/Wind Screen"
- Wind screen specified in your order and proceed to page 10.

The fairing for your roof rack utilizes a splitter design that cuts through the air at speed and splits the wind. This patent pending design is the result of hundreds of hours of design, engineering and testing. The end result is a design that cuts through the air forcing air under the rack taking advantage of the aerodynamic signature of your vehicle as well as pushing air up and over the rack giving the roof rack a smaller aerodynamic profile that results in the least amount of wind noise possible with an aftermarket roof rack. The large upper face serves to cut air up and over any gear that you might have attached to it.

*If your fairing is cut for lighting you are encouraged to install the light bar(s) prior to installing the roof rack on the vehicle. This will add some weight during the process of lifting the roof rack onto the vehicle but it is far easier to install the light bars into the fairing whilst it is off the vehicle and at a good working height. **For light specific mounting applications download the wind screen lighting guide under the instructions tab on our website.***

Apply VC3 Thread locking compound to the threads of all four (4) wind screen bolts and allow to dry. 15-20 minutes. Compound will remain gummy.

If your wind screen is cut for lighting options refer to our “Windscreen Lighting Guide” under the instructions tab on our website. Some lights can be pre-loaded into the rack assembly prior to installing on the vehicle.

NOTE!!

Fairings cut for specific light bars as well as universal 40 cuts will experience significant wind noise when installed into the rack assembly and driven at speed with the light bar absent from the assembly. Wind passes through the open holes and/or slot and is intercepted by the front slot on the load bars.

The fairings are designed with this in mind and the angles/openings are engineered to work in unison with the light bars to limit or eliminate noise/vibration.

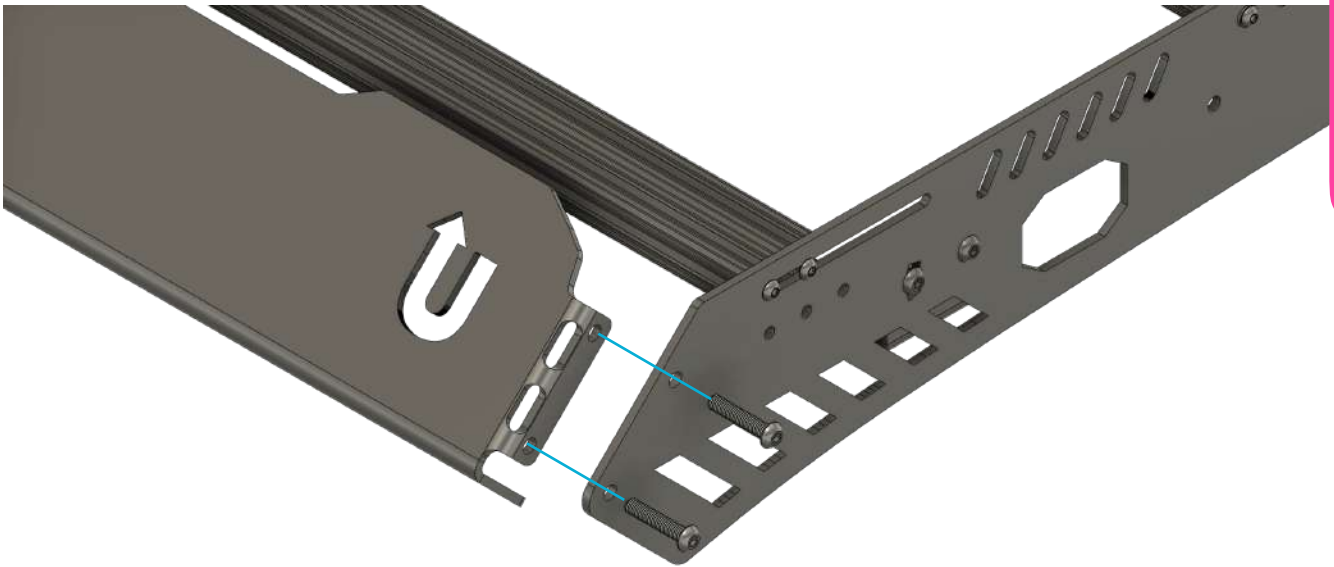


Figure 8

Driver Side (2033) Shown

Wind Screen Hardware-Outer

- *Align the holes in the folded tabs at the side of the wind screen to the machined holes located at the front of your side panels.*
- *Feed the hardware through both sets of holes and push the folded tab on the windscreen flush with the side of the roof rack.*
- *Repeat the process on the passenger (2034) side.*

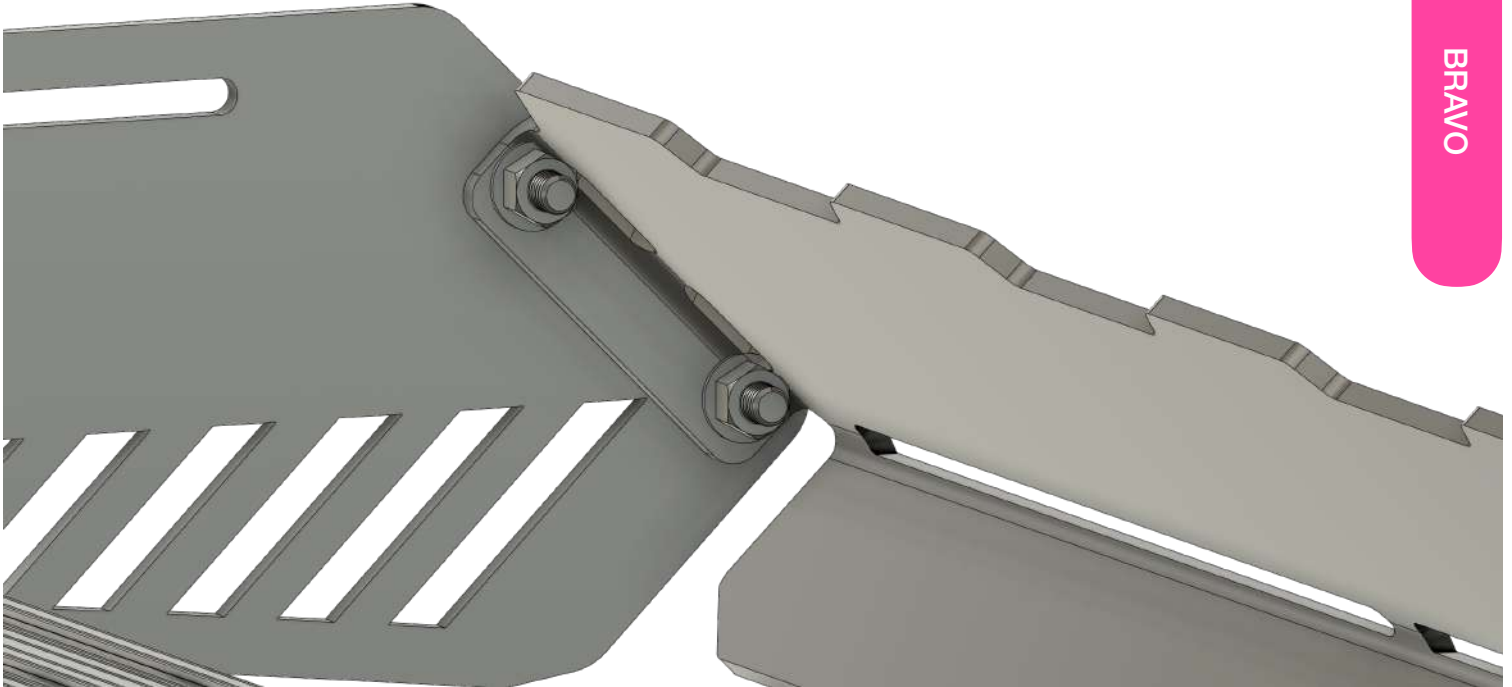


Figure 9
Driver Side (2033) Shown
Wind Screen Hardware-Inner

- **Align and install the provided flange nuts onto the exposed studs clamping the wind screen and side panel together.**
- **Use a 5mm Allen wrench and 13mm wrench to tighten the wind screen hardware into place.**
- **Repeat the process on the passenger (2034) side.**
- **Refer to torque specification guide on page 2 and fully tighten this hardware.**

Proceed to SECTION 3 for installation of the roof rack to the vehicle.

SECTION 2

Ram 1500 ALPHA

1500 Major Component ALPHA

PART #	Quantity	Description
1077	1	Driver Side grooveTEK
1078	1	Passenger Side grooveTEK
1175	1	Driver Side Armor
1176	1	Driver Side Armor
LB54	6	54.5" Load Bar-Black
2274-2285	1	Wind Screen-Options Vary*
1358	4	Middle/Rear Feet
1359	2	Front Feet

*Wind Screen options may include additional hardware not indicated on this chart. See Wind Screen Lighting Guide on website for brand specific wind screen assembly.

Torque Specifications Ram 1500

Fastener Location	Required Torque	Thread Locker Required
Load Bar First/Last	80 Inch Pounds	No
Load Bar-All Other	75 Inch Pounds	No
Feet to Rack	125 Inch Pounds	Yes
Wind Screen	65 Inch Pounds	Yes
Armor to grooveTEK	65 Inch Pounds	No
Pressure Foot	125 Inch Pounds	No
Rack to Roof	125 Inch Pounds	SEALANT

Torque specs provided for final assembly AFTER roof rack is installed to vehicle. You are encouraged to hand tighten fasteners prior to final assembly to aid in adjustment for fitting rack to vehicle. Torque specifications provided in INCH POUNDS. 1 Inch Pound = .083 Foot Pound

The Alpha roof rack design utilizes a two wall design for greater strength and rigidity as well as providing a channel in between the panels for maintaining a stealth appearance for wiring. This channel is .500" (12mm) and is adequate for our optional quickWIRE™ wiring harness solutions.

GATHER THE FOLLOWING:

- Driver grooveTEK (1077)
- Passenger grooveTEK (1078)
- Hardware Bag ID 8001.4 Feet to Rack
- 1359 FRONT Feet (2X)
- 1358 MIDDLE & REAR Feet (4X)
- 1/2" Wrench (2X)
- **APPLY VC3 COMPOUND TO ALL BOLTS USED IN THIS STEP.**

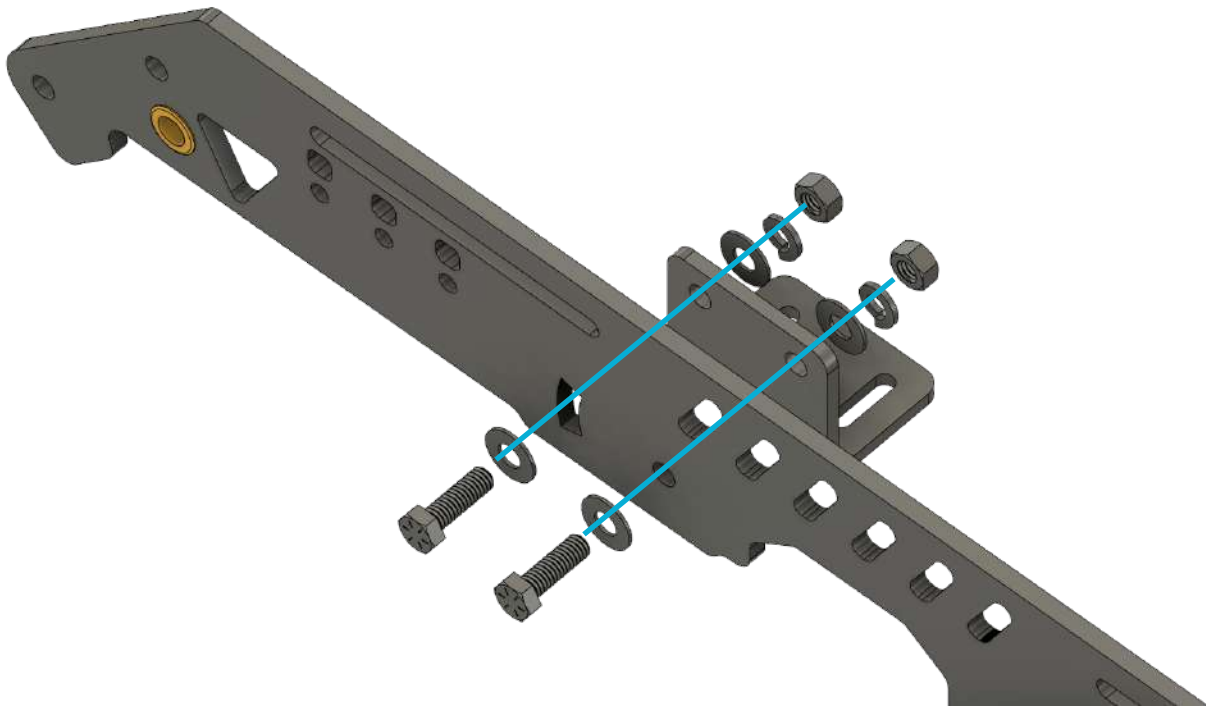


Figure 1A
Driver Side (1077) Shown
1359 Front Foot Exploded

Align the 1359 FRONT foot according to above and start the hardware. Each foot will receive the following:

- 5/16-18x1 Hex Head Bolt (2X)
- 5/16 Flat Washer (4X)
- 5/16 Lock Washer (2X)
- 5/16-18 Hex Nut (2X)

As our Alpha hardware kits are pre-packaged to install our largest roof racks it is common to have some hardware left over from each step.

- Repeat the process on the passenger side (1078) with the remaining 1359 FRONT Foot.
- Leave the hardware loose enough you can articulate the foot to match the contour of the roof of your vehicle during installation.

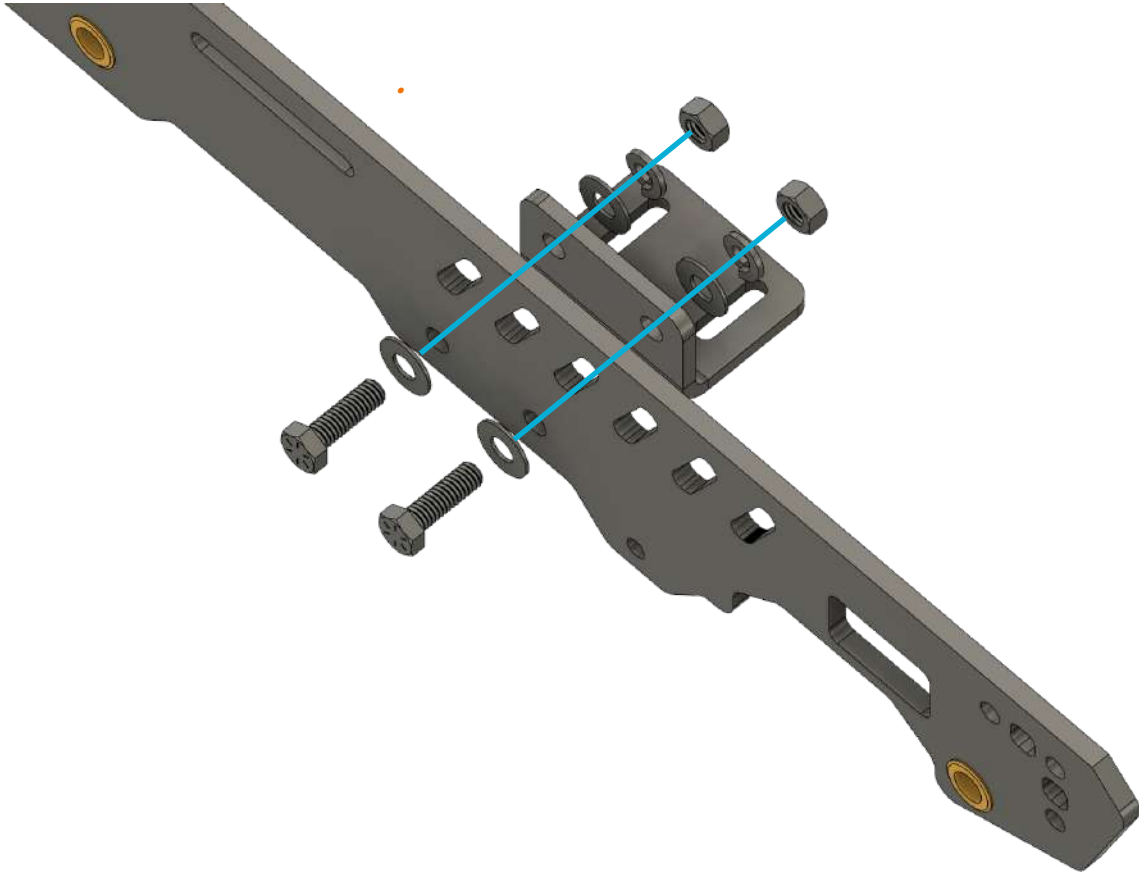


Figure 2A
Driver Side (1077) Shown
1358 REAR Foot Exploded

The REAR and MIDDLE foot use the same part #1358 and there is no difference between driver and passenger side meaning they can be used on either side; at either location.

Align the 1358 REAR foot according to above and start the hardware. Each foot will receive the following:

- 5/16-18x1 Hex Head Bolt (2X)
- 5/16 Flat Washer (4X)
- 5/16 Lock Washer (2X)
- 5/16-18 Hex Nut (2X)

As our Alpha hardware kits are pre-packaged to install our largest roof racks it is common to have some hardware left over from each step.

- Repeat the process on the passenger side (1078) with another 1358 MIDDLE/REAR Foot.
- The MIDDLE and REAR Feet are fixed position and will not need to be adjusted.
- Refer to torque chart on page 13 and fully tighten the hardware.

The image above shows the location of the REAR foot on the grooveTEK.

The MIDDLE foot location is indicated on the following page.

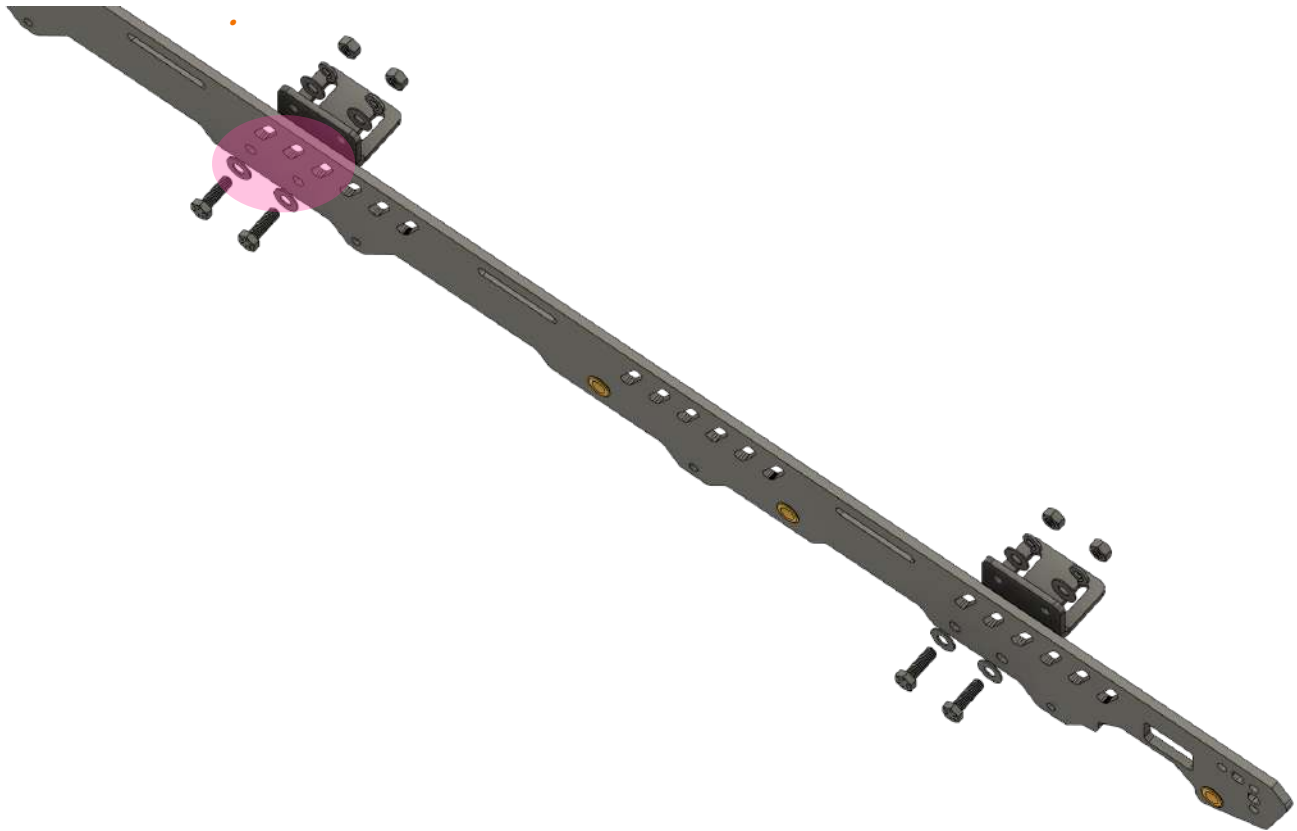


Figure 3A
Driver Side (1077) Shown
1358 MIDDLE and REAR Foot Exploded

The REAR and MIDDLE foot use the same part #1358 and there is no difference between driver and passenger side meaning they can be used on either side; at either location.

The MIDDLE locations are shown in PINK with the rear of the rack on the RIGHT side of this image.

Align the 1358 MIDDLE foot according to above and start the hardware. Each foot will receive the following:

- 5/16-18x1 Hex Head Bolt (2X)
- 5/16 Flat Washer (4X)
- 5/16 Lock Washer (2X)
- 5/16-18 Hex Nut (2X)

As our Alpha hardware kits are pre-packaged to install our largest roof racks it is common to have some hardware left over from each step.

- Repeat the process on the passenger side (1078) with another 1358 MIDDLE Foot.
- The MIDDLE and REAR Feet are fixed position and will not need to be adjusted.
- Refer to torque chart on page 13 and fully tighten the hardware.

GATHER THE FOLLOWING:

- Load Bars-All
- Hardware Bag ID 8001.1
- Hardware Bag ID 8001.2
- 5/32" Allen wrench
- 7/16" wrench

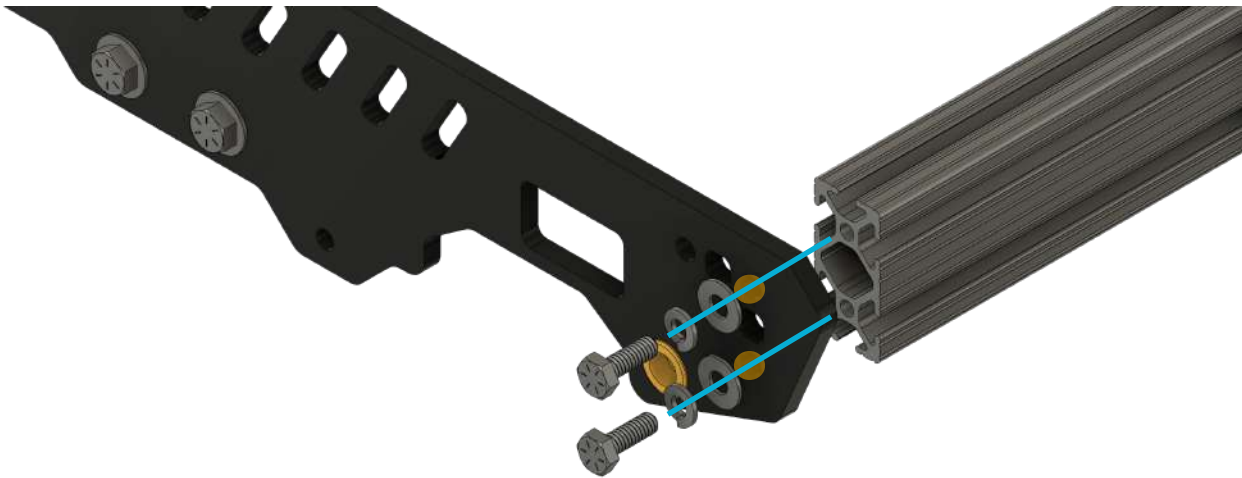


Figure 4A
Driver Side (1077) Shown
Rear Load Bar

*In order to clearance the factory shark fin antenna the REAR load bar needs to be mounted vertically in your grooveTEK into the holes shown here in **ORANGE**.*

*The small square opening between the holes is provided as a pass through point for optional wiring allowing you to port wires for the driver/passenger side through the load bars keeping them concealed and protected. It is **CRITICAL** not to drill holes in the load bars with wiring inserted to them. Ask me how I know.*

If your vehicle does NOT have a shark fin antenna you can mount the rear load bar horizontally. This configuration also features a small square hole for passing wiring.

The REAR load bar installs with different hardware than the mid section load bars. The 8001.1 hardware bag include enough hardware for the FRONT and REAR load bars to be installed with hex bolts which will allow adjustment of the load bars at anytime once the armor is installed.

We are fully aware that the REAR load bar will have no adjustability due to the fixed hole positions however the Alpha hardware kits were standardized in mid 2021 and rather than deviate with additional hardware we chose to ship the Ram 1500 Alpha racks with the hex hardware.

Each REAR load bar will install with the following:

- 1/4-20x.750" Hex Bolt (4X-2 Per Side)
 - 1/4 Lock Washer (4X-2 Per Side)
 - 1/4 Flat Washer (4X-2 Per Side)
- Use a 7/16" wrench and install the hardware as shown above for the REAR load bar.
 - Repeat the process on the passenger side (1078) grooveTEK.



Figure 5A
Driver Side (1077) Shown
Front Load Bar

The FRONT load bar of your roof rack installs into the horizontal channel shown above in **BLUE**.

When mounted in this position you will have adequate space between the fasteners to port wiring from one side of the rack to the other.

The additional holes below the **horizontal** slot shown in **PINK** are for vertical mounting configurations allowing you to install the load bar in a stronger configuration to facilitate different light mounting options for larger, more robust lighting solutions. Refer to our wind screen lighting guide for use of these provisions.

When installed vertically the same square open holes are provided for porting wire from side to side.

Each FRONT load bar will install with the following:

- 1/4-20x.750" Hex Bolt (4X-2 Per Side)
- 1/4 Lock Washer (4X-2 Per Side)
- 1/4 Flat Washer (4X-2 Per Side)
- Use a 7/16" wrench and install the hardware as shown above for the REAR load bar.
- Repeat the process on the passenger side (1078) grooveTEK.



Figure 6A
Driver Side (1077) Shown
Remaining Load Bars

*The remaining load bars install into the horizontal slots shown here in **ORANGE**. The load bars can be shifted in the slots to any position to facilitate aligning with gear however it is **IMPERATIVE** that the load bars be even with one another on the **DRIVER** and **PASSENGER** side. Failure to adhere to this can cause the rack to bow/bend and affect foot alignment on the vehicle.*

This step uses hardware Bag ID 8001.2

Each remaining load bar will install with the following:

- 1/4-20x1.00" Button Bolt (4X-2 Per Side)
- 1/4 Lock Washer (4X-2 Per Side)
- Use a 5/32" Allen wrench and install the hardware as shown above for the rest of the load bars.
- Repeat the process on the passenger side (1078) grooveTEK.
- Do not fully tighten the remaining load bar hardware. You will want to be able to adjust them into position when adding gear to your rack.

The fairing for your roof rack utilizes a splitter design that cuts through the air at speed and splits the wind. This patent pending design is the result of hundreds of hours of design, engineering and testing. The end result is a design that cuts through the air forcing air under the rack taking advantage of the aerodynamic signature of your vehicle as well as pushing air up and over the rack giving the roof rack a smaller aerodynamic profile that results in the least amount of wind noise possible with an aftermarket roof rack. The large upper face serves to cut air up and over any gear that you might have attached to it.

*If your fairing is cut for lighting you are encouraged to install the light bar(s) prior to installing the roof rack on the vehicle. This will add some weight during the process of lifting the roof rack onto the vehicle but it is far easier to install the light bars into the fairing whilst it is off the vehicle and at a good working height. **For light specific mounting applications download the wind screen lighting guide under the instructions tab on our website.***

Apply VC3 Thread locking compound to the threads of all four (4) wind screen bolts and allow to dry. 15-20 minutes. Compound will remain gummy.

If your wind screen is cut for lighting options refer to our “Windscreen Lighting Guide” under the instructions tab on our website. Some lights can be pre-loaded into the rack assembly prior to installing on the vehicle.

NOTE!!

Fairings cut for specific light bars as well as universal 40 cuts will experience significant wind noise when installed into the rack assembly and driven at speed with the light bar absent from the assembly. Wind passes through the open holes and/or slot and is intercepted by the front slot on the load bars.

The fairings are designed with this in mind and the angles/openings are engineered to work in unison with the light bars to limit or eliminate noise/vibration.

GATHER THE FOLLOWING:

- *Wind Screen Specified in your order*
- *Hardware Bag ID 8001.3*
- *5mm Allen wrench*
- *13mm wrench*

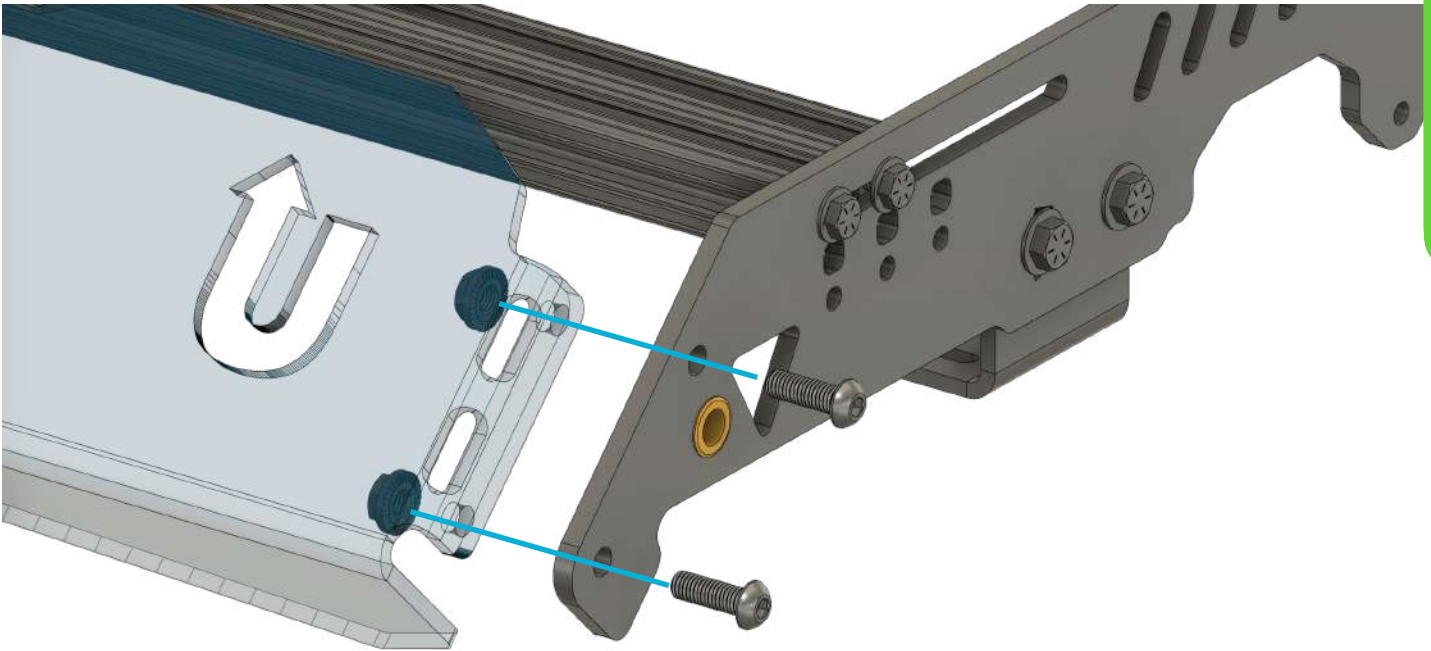


Figure 7A
Driver Side (1077) Shown
Wind Screen

For some lighting applications it is easier to install the light bar PRIOR to installing the wind screen to the rack assembly. See Wind Screen lighting guide on website for details.

- *Align the bent tabs on the windscreen to the machined holes at the FRONT of your grooveTEK.*
- *Insert the provided bolts through BOTH sets of holes.*
- *Reach inside the wind screen and install a flange nut to the exposed threads of each bolt.*
- *Use a 5mm Allen wrench and 13mm wrench to tighten the hardware. Refer to chart on page 13 for torque specs.*

GATHER THE FOLLOWING:

- *Hardware Bag ID 8001.5*
- *Hardware Bag ID 8001.6*
- *Driver Side Armor (1175)*
- *Passenger Side Armor (1176)*
- *Grab Handle Kit*
- *5mm Allen wrench*

As the grab handles are installed to the rack as a completed assembly the next step is to tie and complete the safety wire installation for the grab handles of your rack. The installation of the armor to your roof rack requires the grab handle lace plate as part of the final attachment.

The grab handles and their required components are packaged by themselves. Locate the bag and proceed with tying the handles.

Our process for handle tying is outlined in a video on our website under the instructions tab and linked below.

Feel free to follow our method or get creative with your paracord knots and go your own route. The kits are shipped with standard black 550 paracord but you can order any color that you like from paracord planet or other online sources.

The included safety wire and crimp replacements are available on our website or by calling our technical support Monday-Friday from 8am-4pm MST.



If you are viewing this document on a mobile device click the live link above for the grab handle tie video.

If you are installing any additional wiring and/or optional scenePODS to your Alpha rack you are encouraged to trim the scenePOD knock outs and install the wiring PRIOR to mating the armor to the grooveTEK.

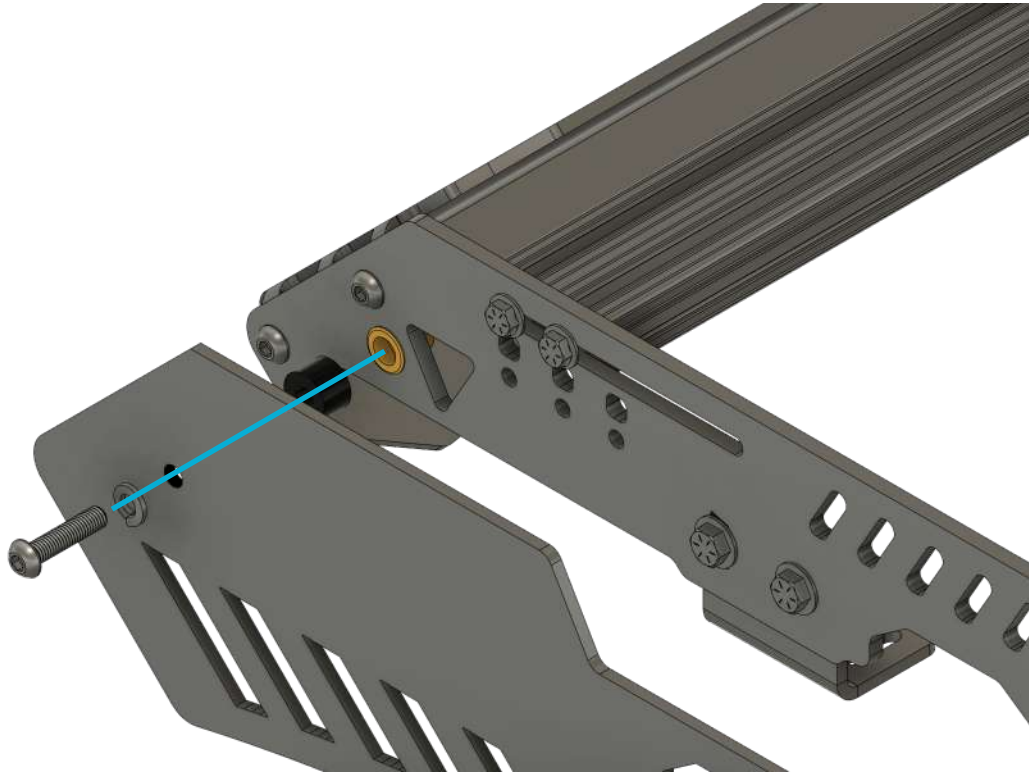


Figure 8A
Driver Side (1175) Shown
Armor to grooveTEK-FRONT Bolt Location

The armor included aligns with factory installed rivNUTS pressed into your grooveTEK panels. This field serviceable threaded insert allows you to easy install and remove the armor making additions to your rack quick and easy.

The included polymer spacers provide a channel between the armor and grooveTEK for routing wiring.

This step uses hardware from Bag ID 8001.5

- *Align the hole at the FRONT of the armor as shown above.*
- *Place a plastic spacer between the armor and grooveTEK.*
- *Each anchor point that does NOT have a grab handle will receive the following hardware:*
 - *M8x1.25 35mm Button Head Bolt*
 - *8mm Lock Washer*
 - *Polymer Spacer (Between armor and grooveTEK)*
- *Use a 5mm Allen wrench to set the hardware. Refer to torque specs on page 13 for all hardware used for armor attachment.*

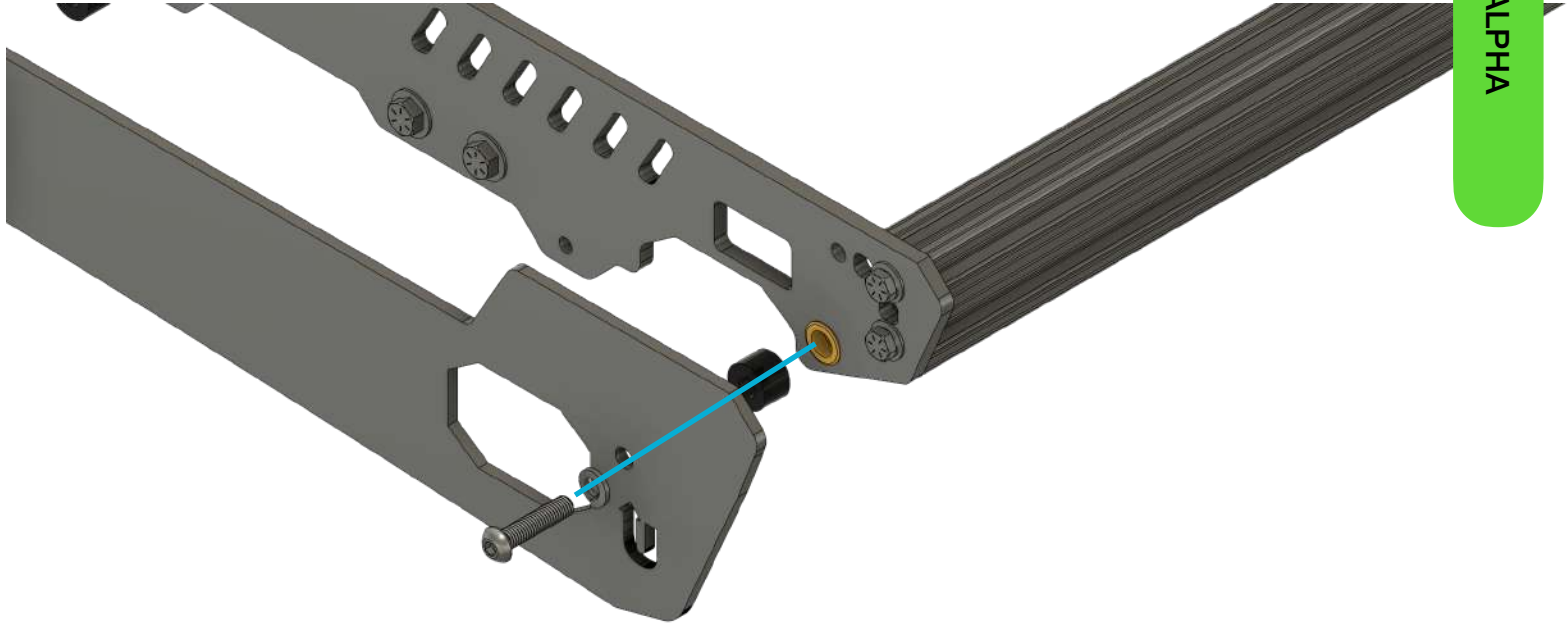


Figure 9A
Driver Side (1175) Shown
Armor to grooveTEK-REAR Bolt Location

The armor included aligns with factory installed rivNUTS pressed into your grooveTEK panels. This field serviceable threaded insert allows you to easily install and remove the armor making additions to your rack quick and easy.

The included polymer spacers provide a channel between the armor and grooveTEK for routing wiring.

This step uses hardware from Bag ID 8001.5

- *Align the hole at the REAR of the armor as shown above.*
- *Place a polymer spacer between the armor and grooveTEK.*
- *Each anchor point that does NOT have a grab handle will receive the following hardware:*
 - *M8x1.25 35mm Button Head Bolt*
 - *8mm Lock Washer*
 - *Polymer Spacer (Between armor and grooveTEK)*
- *Use a 5mm Allen wrench to set the hardware. Refer to torque specs on page 13 for all hardware used for armor attachment.*

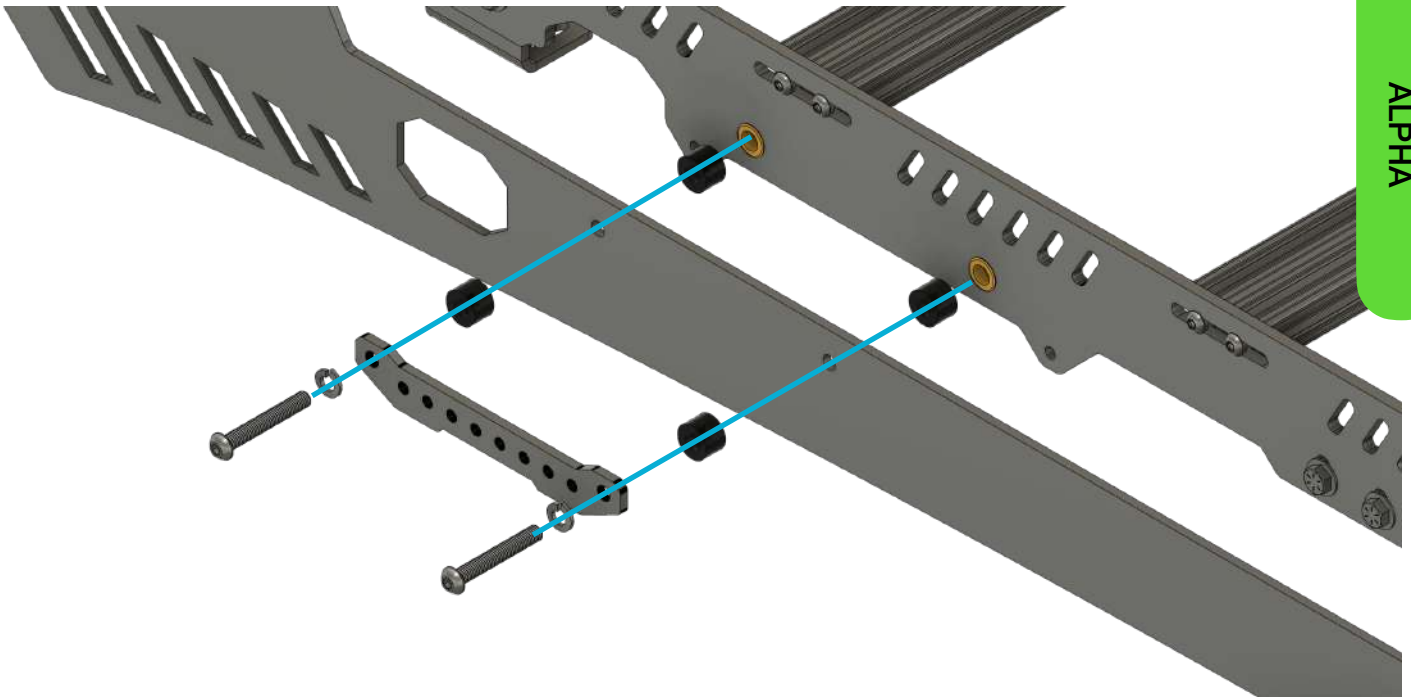


Figure 10A
Driver Side (1175) Shown
Grab Handle Hardware

The grab handle align with rivNUTS just like the armor anchor points in Figure(s) 8A-9A.

The additional polymer spacer provides some room between the grab handle lace plate and the exterior face of the armor for the safety crimps to avoid damaging the finish.

This step uses hardware Bag ID 8001.6

- *Align the hardware to the rivNUTS as shown above.*
- *Place a polymer spacer between the armor and the grooveTEK.*
- *Each anchor point WITH a grab handle will attach with the following hardware:*
 - *M8x1.25 55mm Button Head Bolt*
 - *8mm Lock Washer*
 - *Polymer Spacer (2X)*



Figure 11A
Driver Side (1175) Shown
Armor to grooveTEK Hardware Exploded

All hardware anchor points exploded.

- *Repeat the process outlined in Figure(s) 8A, 9A, and 10A to install the passenger side (1176) armor.*

Section 3 Rack to Roof

Section 3 covers the alignment, drilling, and installation of the anchor points and roof rack assembly to the Dodge Ram 4G 1500 for the Alpha and Bravo series products.

Refer to Section 1 BRAVO for assembly of the Bravo series roof rack PRIOR to completing the steps in section 3.

Refer to Section 2 ALPHA for assembly of the Alpha series roof rack PRIOR to completing the steps in section 3.

If you are reading this guide in its entirety and wonder why some of the text is redundant you have clearly never answered emails in our support box.

PREGAME

Completing some of the tasks in section 3 require competency with power tools, measuring devices, basic math and above all the assistance of another person to facilitate lifting the rack onto the vehicle without injuring yourself or damaging the vehicle.

You are strongly dissuaded from attempting to hoist the roof rack onto the roof of the vehicle lone ranger style.

The measure twice, cut once mentality is STRONGLY encouraged for this step.

Before proceeding please be sure that you have access to the following:

- Safety Glasses
- Small magnet (very helpful in collecting metal shavings)
- Cordless Drill
- Tape Measure
- Mallet
- (2) 10mm wrenches
- Small drill bit assortment for pilot holes*
- Marker
- Sealant

***The proper drill bit for the threaded insert(s) is provided however it is recommended to step size the hole with pilot bits to diminish the amount of metal shavings you will have to deal with.**

Rack Alignment

It is strongly recommended that you complete this next step with someone to help you lift the rack onto the truck.

PRIOR TO PROCEEDING REMOVE THE FACTORY DRIP RAIL COVERS (IF EQUIPPED).

TECH TIP:

Place a moving blanket or other heavy weight, non-marring barrier on the roof of your truck. This will help to prevent accidental damage to the painted surfaces of the truck while making measurements.

- **Fold the driver and passenger side mirror in on the truck (if applicable) to free up some extra space.**
- **Ensure the area around the vehicle is free of obstructions (dogs, tricycles, skateboards, etc..)**
- **Lift the rack up trying to keep it as flat (Parallel to the ground) as possible and push it up into the air over your head.**
- **Walk the rack onto the truck FROM THE FRONT OF THE VEHICLE.**
- **GENTLY place the rack on the roof of the truck. The position at present isn't critical as the moving blanket/barrier will allow for calculated movements without damaging the exterior of the truck.**
- **Lift up the rack slightly (ONE SIDE AT A TIME) and bunch the moving blanket up underneath the load bars to expose the drip rails on your truck.**
- **Center the rack on the truck (Driver to Passenger Side) Take measurements to verify.**
- **Your load bars are 54.50" wide. You can mark them 27.25" at center at the front and back load bar to give indicators.**
- **Ensure that the slots in the feet are equally spaced over the drip rails.**
- **Check the front feet. Adjust as needed.**
- **Check the middle feet. Adjust as needed.**
- **Check the rear feet. Adjust as needed.**
- **For front to back alignment slide the rack forward until there is .500" (1/2") between the roof of your truck and the fairing AT THE DEAD CENTER. It helps to use the rear view mirror mount as reference for center of the truck. On the front fairing the "U" logo is always centered. It MAY be necessary to scrunch the moving blanket/barrier up underneath the fairing to expose the roof of the truck. Take care not to scratch the paint.**
- **With the rack in place check antenna clearance. Adjust as needed.**
- **If EVERYTHING checks out you can now take a sharpie marker and mark the twelve (12) slot locations in the feet in relation to the drip rails on the truck. IT IS CRITICAL TO MARK THE CENTER OF THE DRIP RAIL. The feet have adjustability (left to right) to account for small errors in this step.**
- **Verify the marker transferred to each location.**
- **Remove the roof rack and carefully sit on the ground.**

F.A.Q

Why the hell don't you guys give us measurements on exactly where to drill?

The truth is that if you use landmarks like spot welds, gasket edges, etc...and measure them across five trucks you will get five different results. Minor changes and variances in vehicle manufacturing in regards to body blending (I.e. roof to crash cages) are a place that manufacturers will "take up the slack" on vehicle platforms and spot welds might not always be in the exact same spot. It is our opinion that using the rack for the truck on the actual truck it is going to result in a dead nuts measurement and alignment every single time. Is it a little harder to do? Depends. Ever tried to weld up a hole that was drilled in the wrong spot on a painted surface that is packed with seam sealer? You're Welcome.

DRILLING

Your kit includes the drill bit required for the provided rivNUT/plusNUT for your installation. This is a 9mm (23/64" for you imperial fanatics) drill bit. It is recommended that you start with a smaller pilot bit to center the hole and start the process working your way up to the larger 9mm drill bit for the attachment hardware.

BE CAREFUL! The airbag curtains of the vehicle are danger close to the roof of the truck. Without care in this step you can penetrate the bodies of the air bag system. With the headliner removed or dropped you should be able to physically touch the air bag curtains with your hands. While it is not necessary to remove them completely it is highly advantageous to use a barrier (a piece of wood, metal, a notebook, etc...) between the roof of the vehicle and the side curtain air bag pouches while drilling. This serves as an extra layer of protection to keep the drill bit from biting and tearing into the side curtain airbag.

BEFORE PROCEEDING WITH THE NEXT STEP DISCONNECT THE NEGATIVE TERMINAL OF YOUR BATTERY AND WAIT 20 MINUTES BEFORE DRILLING ANY HOLES.

Take this time to gather the hardware and tools required:

- **Pilot Bits (see below)**
- **Cordless Drill**
- **RivNut/plusNUT setting tool (links provided below for alternatives)**

TECH TIP:

DO NOT JUST COWBOY UP AND TRY AND PUNCH THROUGH YOUR DRIP RAILS WITH THE PROVIDED 9mm DRILL BIT. This bit is provided to you because it is the PERFECT slip size for rivnuts and plus nuts. You are encouraged to start with smaller bits and graduate to the 9mm.

For example:

Pilot .125" (1/8)

Pilot .1875" (3/16)

Pilot .250 (1/4)

Pilot .3125 (5/16)

Then complete the hole with the 9mm drill bit with the supplied stop collar set at .375" (3/8") Re-torque the stop collar after every completed hole.

Drill each of the twelve (12) holes and clean away the debris.



Figure 1B
Drill Bit Stop Collar

Your drill kit is supplied with a stop collar in order to limit the depth that the drill bit can enter the cabin area of the vehicle to prevent damage to interior components.

It is recommended that you mount the drill bit stop collar approximately .500" (12mm) from the business end as pictured above.

- Check the tension on the stop collar after each use of the drill bit to ensure it has not been knocked loose and rendered useless.*
- Work through your pilot bit sizes until you arrive at the included 9mm drill bit and drill out all twelve (12) holes.*
- Clean away the metal shavings and clean each area where the holes were drilled.*



Figure 2B
plusNUT Hardware Order

There are specialized tools for installing plusNUT/rivNUT style fasteners. Although not required you are free to use a tool instead of the hardware provided allowing you to complete the task with a simple pair of 10mm wrenches.

- *Assemble a plusNUT as shown above. The provided washers should sandwich the CLOSED head of the wrench.*

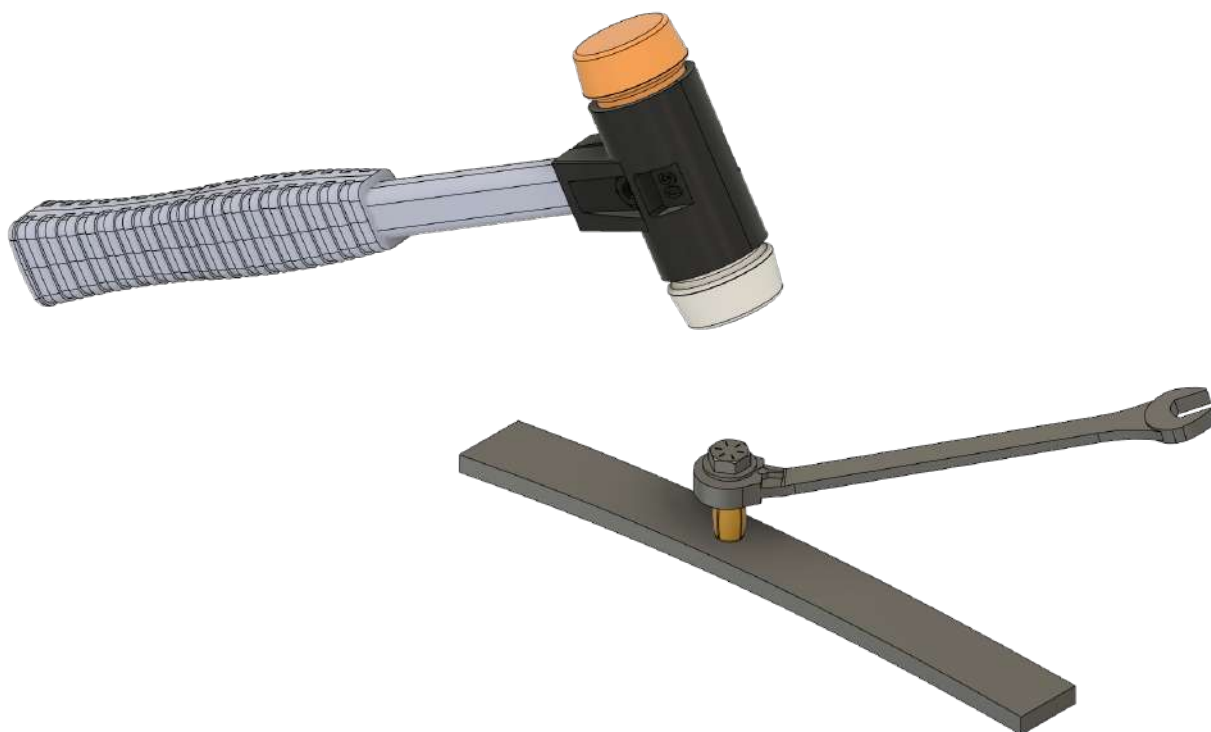


Figure 3B
plusNUT Insertion

The hole size for the plusNUT is exactly the size required for maximum bite. As such the plusNUT should be tight when trying to install to the hole(s) you drilled.

- *Align a plusNUT to a hole in your drip rail.*
- *Push the plusNUT down into the hole until it won't go any further.*
- *GENTLY tamp the head of the bolt with a mallet to seat the plus nut.*
- *The ring lip of the plusNUT should rest flush against the drip rail of the vehicle.*

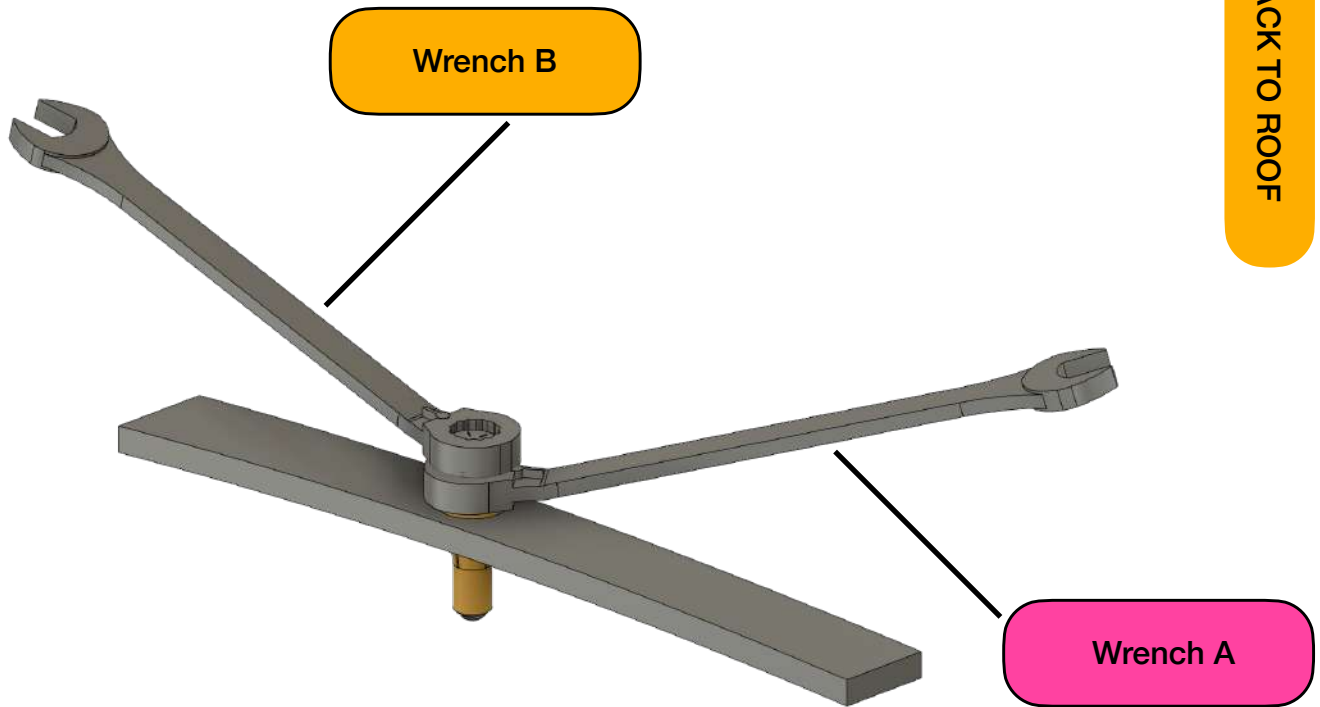


Figure 4B
plusNUT Installation

With the collar of the plusNUT firmly seated on the drip rail of the vehicle:

- Hold **wrench A** stationary
- Operate **wrench B** **CLOCKWISE** to set the fastener.
- Continue to tighten until the resistance becomes very noticeable.
- **DO NOT** over tighten. Over tightening can cause the plusNUT to twist and will result in misalignment of the threads for your fasteners.
- **UNDER TIGHTENING** can cause the plusNUT to free spin when installing hardware.
- You are provided with additional plusNUTS for practice on a sacrificial part prior to completing the steps in the vehicle.
- Repeat the process until all twelve (12) plusNUTS are installed in location.
- **Verify the threads are intact by hand threading a bolt into each location from the 8001.7 hardware kit.**

If the bolt threads in easily by hand you are clear to proceed to the next page. If the bolt DOES NOT hand thread into the plusNUT you might need to repair/clean the threads with an **M6x1.00 Metric Tap.**

SEALANT

The brand of sealant you choose for this step is not nearly as important as the type. Source an exterior grade 25 year silicone based sealant for weatherproofing the drill locations on the vehicle.

This product is readily available at any hardware store or online.

- *Be sure the immediate area around each plusNUT you installed is free of dirt/debris. A dirty surface can affect the adhesion to the surface of the vehicle and cause a faulty seal.*
- *Apply a generous amount of sealant around the area AND into the threads of the plusNUTS.*

SPACERS

All spacers provided with the Ram 1500 4G Alpha/Bravo are the same length and can be used at any location on the vehicle between the mounting foot and drip rail to provide the proper spacing required for the profile fit of the vehicle.

- *Locate and seat a spacer into the sealant puddle around each plusNUT area.*

RACK TO ROOF

GATHER THE FOLLOWING:

- *Hardware Bag ID 8001.7*
- *5mm Allen wrench*
- *With the help of a friend hoist the roof rack up onto the truck and carefully sit the rack into position aligning the SLOTS IN THE FEET with the aluminum spacers.*
- *Have your friend hold the rack in place on the vehicle while you gather the hardware.*
- *BY HAND start each hardware set into the plusNUTS as shown on the following page.*
- *DO NOT fully tighten any specific mounting hardware until all hardware is started and you verify rack alignment (center to center).*



Figure 5B
Rack to Roof Hardware
1359 Driver Side Shown

- **Align and BY HAND start the hardware as shown above.**
- **Each foot will secure to the roof with the following hardware:**
 - **M6x1.00 55mm Socket Head Bolt (2X)**
 - **6mm Washer (2X)**
 - **6x25mm Fender Washer (2X)**
- **DO NOT USE POWER TOOLS TO COMPLETE THIS STEP. STAINLESS FASTENERS DO NOT REACT WELL TO OVER-TORQUE.**
- **Repeat the process until all six (6) feet are ready to be permanently installed.**



Figure 6B
Rack to Roof Hardware
Driver Side Shown

- *Once you have all of the hardware started verify the centering of the rack on the roof of the vehicle.*
- *Utilize the slot areas in the feet to center the rack.*
- *Refer to torque chart on page 2 or 13 and fully tighten the rack to roof bolts.*

FINAL ASSEMBLY

- *Reference the torque chart and fully tighten all roof rack hardware to specifications provided.*
- *Complete any wiring (optional) as needed.*
- *Load Roof Rack with gear and prepare for adventure.*

SEE IMPORTANT INFORMATION ON LAST PAGE

upTOP finePRINT

- It is recommended to inspect the rack hardware at regular intervals to ensure fasteners are tight. If the rack ever needs to be removed and reinstalled you will need to repeat the silicone sealant steps before reinstallation of the rack to roof hardware.
- The powder coated finish on your rack uses a chemical compound to maintain UV stability for years to come. Wash the roof rack at regular intervals to keep the load bar channels, drip rails and mounting components free of dirt and debris. Foreign objects (mud) can dry and cause noise and vibration.
- If your color matched components are painted care for them in the same manner as you care for the exterior finish of your vehicle.
- Repair or replace worn parts with expediency. All hardware is available for purchase by calling our technical support line at 720.730.6381 Monday-Friday 8am to 4pm MDT or by email 24/7 364 (we don't answer email on Christmas-get over it) support@uptopverland.com
- It is the responsibility of the end user to ensure all electrical connections are secured and fused properly for the circuit load they are carrying.
- upTOP Roof Rack dynamic (moving) weight capacity can often exceed the OEM vehicle manufacturers specification. In all cases the OEM specifications supersede the upTOP dynamic rated load capacity.
- DO NOT use the upTOP product in a manner inconsistent with its design intention. This will void your warranty.
- DO NOT modify or alter structural components of upTOP roof rack assemblies. This will void your warranty.
- Excessive speeds over rough terrain can exceed dynamic weight loads causing structural fatigue or failure of aluminum and steel components. Use your best judgement and common sense before committing to full send with an overloaded rack product.
- Component damage or failure due to negligence will result in voided warranty claims. Any failed component must be returned to upTOP with a properly submitted RMA request. Any product received without authorized RMA request will be returned to sender at their expense.
- Leave. No. Trace. Our planet is fragile. Some parts of it have been undisturbed for generations. Stay on trails and designated routes. DO NOT LITTER. Pack it in Pack it out. Basically be a decent human and protect our culture, wild lands and ecosystems.