

upTOP Ford Ranger 2019-2023



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 Ford Ranger Truck. The roof rack designed for your truck requires competency in aligning, drill holes, and installing rivNUT/plusNUT fasteners. If you are unfamiliar with this type of fastener 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

4mm Allen wrench

13mm wrench

Sharpie Marker

Tape Measure/Ruler

Drill (Cordless Preferred)

rivNUT/plusNUT installation tool

Silicone Sealant

VibraTITE VC-3 Threadlocker (Included)

Masking Tape

The dynamic load of your roof rack will depend on the proper installation of the rivNUT/plusNUT installation. Maximum dynamic weight load of properly installed roof rack is 225 pounds for the Ford Ranger (Double Cab/Extended Cab).

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.

It is necessary to assemble the rack and place it on the truck roof to use the rack as a the general alignment template for placing the holes required for mounting. You will sit the roof rack on the truck once. At this time you will align, center, measure and mark the location of the six (6) mounting feet with masking tape. Leave the tape in place as this will help you to sit the rack back in place on the roof during installation in the exact same location. It is more accurate to use the roof rack as a template for drill locations as opposed to OEM designated measuring points as those vary.

The assembly and installation instructions will begin on the next page.

Exploded Diagram Ford Ranger

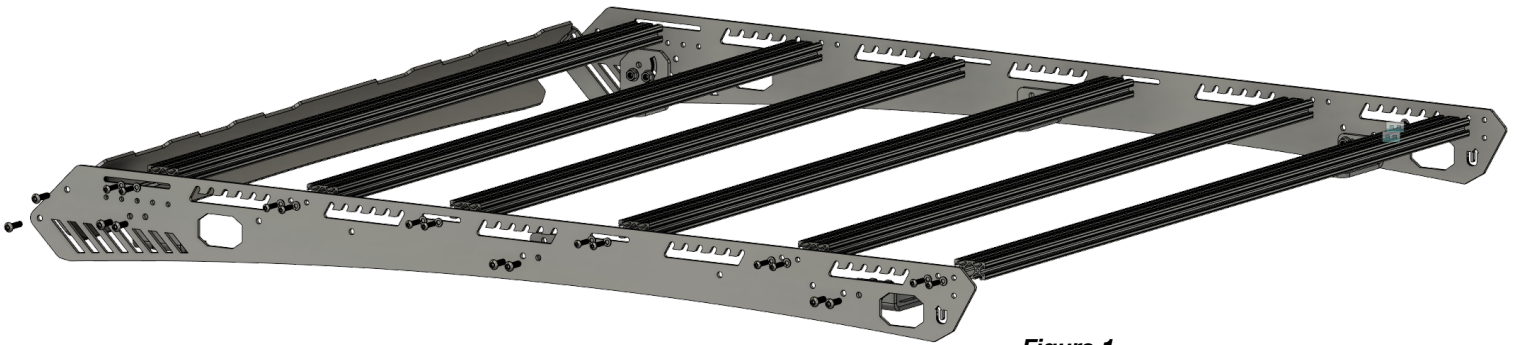


Figure 1
Ford Ranger Exploded
General Assembly
Shown from driver side.

Your parts are identified by part number but the orientation above can also serve as a reference for general assembly of the rack. The rear and mid feet are interchangeable but will utilize specific mounting holes outlines in this guide to achieve the proper height offset.

Hardware is sorted by step (of assembly order) and identified on each bag. You will access these

Part Number	Quantity	Description
2015	1	Driver Side Body Plate
2016	1	Passenger Side Body Plate
2201-22XX	1	Fairing-Application Specific
1336	4	Mid/Rear Feet (Interchangeable)
1337	1	Driver Front Foot
1338	1	Passenger Front Foot
LB50	6	Load Bar

Major components listed above. Hardware assortments included (not listed). Light Bar hardware tethered to fairing cut option and is application specific.

Installation Preparation

The installation process requires drilling and installing rivnuts and plus nuts. In order to provide clearance for the required drill bit and the attachment hardware prior to compression it is REQUIRED to REMOVE or DROP the vehicle headliner to ensure damage to the vehicle side impact air curtains does not occur.

It is the sole responsibility of the person(s) tasked with the installation of this roof rack system to ensure that critical OEM installed safety devices are not damaged, rendered ineffective or permanently removed from the vehicle.

The process for removing the headliner from the 2019-up Ford Ranger requires extensive knowledge and ability in the disassembly of vehicle interior trim components. Some clips and fasteners may not be reusable and could require replacement components to be sourced from OEM vehicle manufacturer.

If the need arises for replacement OEM trim clips, panels, hardware or other components be sure to use the vehicle identification number (VIN) for the specific vehicle the installation is completed on and contact a Ford Motor Company dealer directly.

OEM parts are not available from upTOP overland or authorized dealers of upTOP overland products.

It is HIGHLY RECOMMENDED that you obtain vehicle specific service documentation for the removal and reinstallation of the headliner.

At the time of writing this manual I was able to obtain two (2) Ford Service PDF files that can be used as a guide for removing the headliner from the truck. The two attached PDF files actually include information about replacing factory components (antenna) so not all of the steps will be pertinent to the removal of the headliner however the illustrations and information about screw and clip locations should be helpful coupled with a basic understanding of how things come apart.

The next ten (10) pages pertain to the steps to remove the headliner from the Ford Ranger.

The assembly and installation of the upTOP roof rack for your truck takes between 2-4 hours based on competency levels. Familiarize yourself with the headliner removal process, tools required, and estimate your time to complete the task and make sure if you are working outside you will have time to complete all of the steps.

A-Pillar Trim Panel

Special Tool(s) / General Equipment

Pick Hook

Removal

NOTE: Removal steps in this procedure may contain installation details.

All

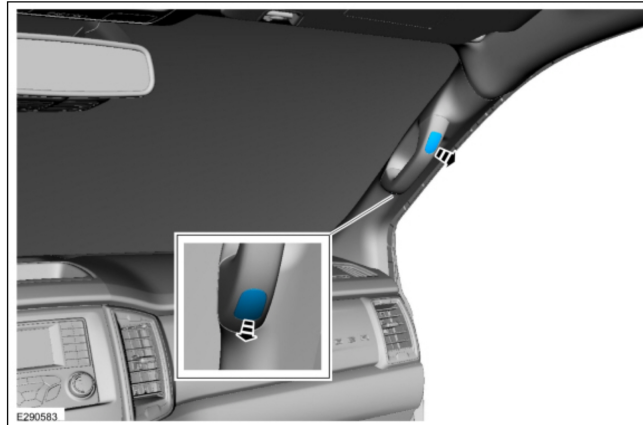
1. **NOTE:** *LH* shown, *RH* similar.

Position the front door weatherstrip aside.

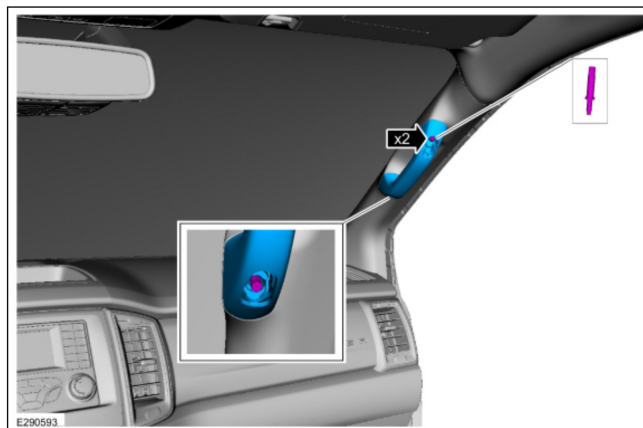


Right hand A-pillar trim panel

2. Remove the assist handle bolt covers.
Use the General Equipment: Pick Hook



3. Remove the bolts and the assist handle.
Torque: 44 lb.in (5 Nm)

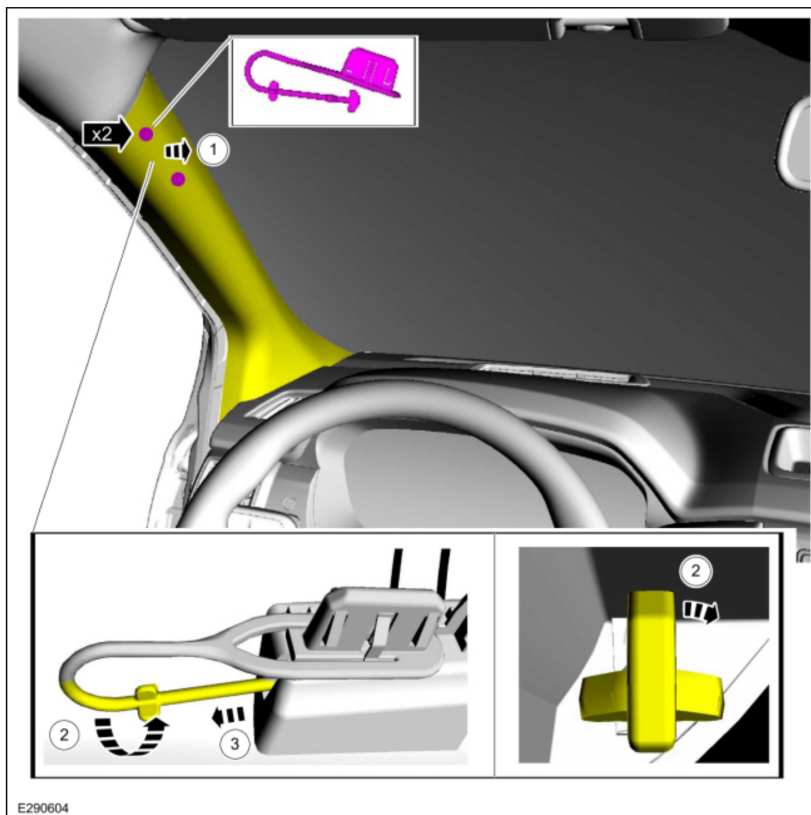


4. Release the A-pillar trim panel upper clip.

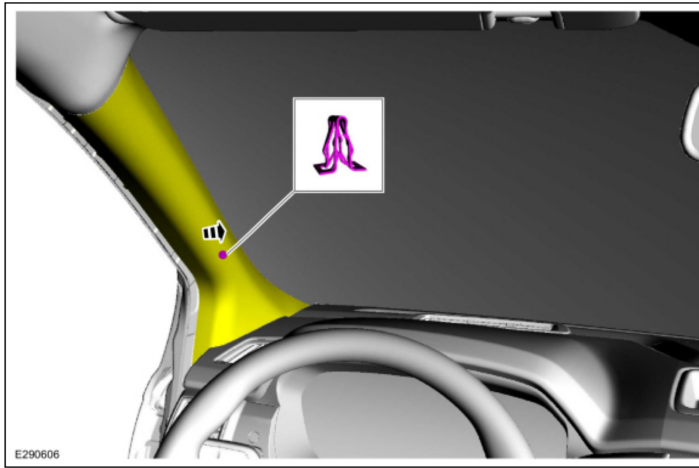


Left hand A-pillar trim panel

5. Disconnect the tether clips from the A-pillar trim panel.
 1. Release the A-pillar trim panel clip from the tether clip.
 2. Rotate the tether clip line to align end with opening.
 3. Slide tether clip end out of the A-pillar trim panel.



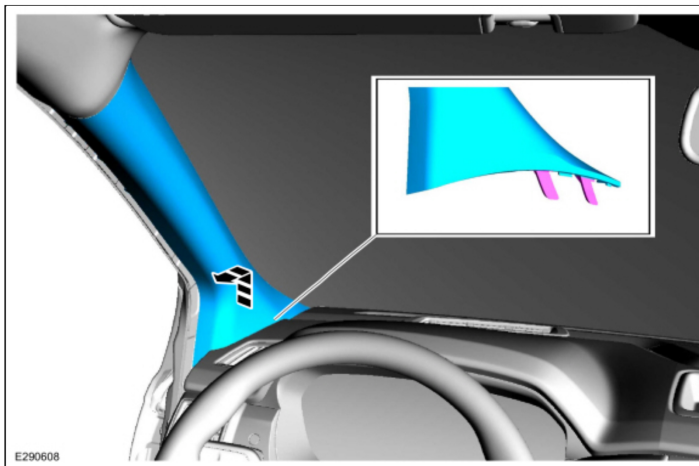
6. Release the A-pillar trim panel lower clip.



All

7. **NOTE:** *LH shown, RH similar.*

Lift upward and outward and remove the A-pillar trim panel.



Installation

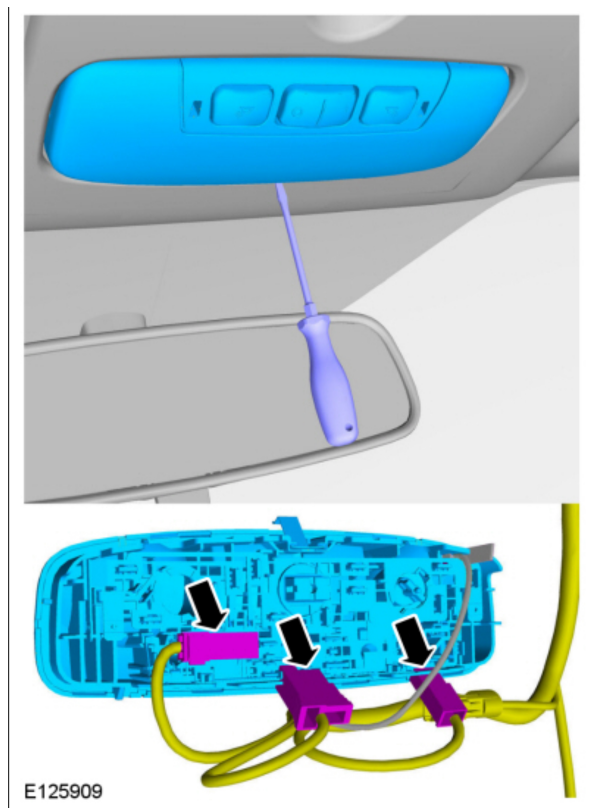
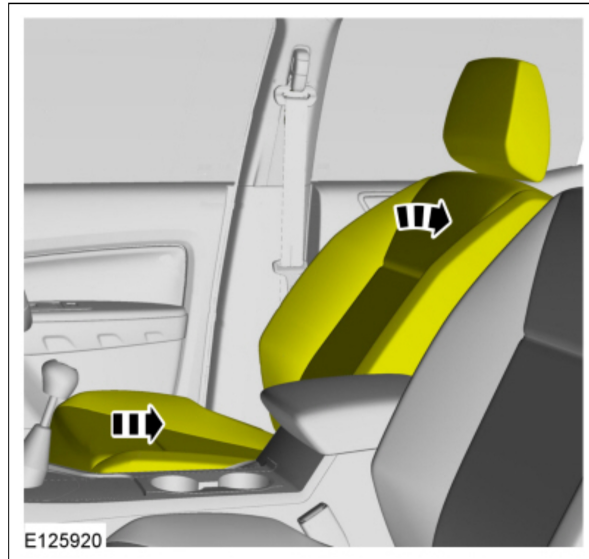
1. To install, reverse the removal procedure.

Voice Microphone

Removal

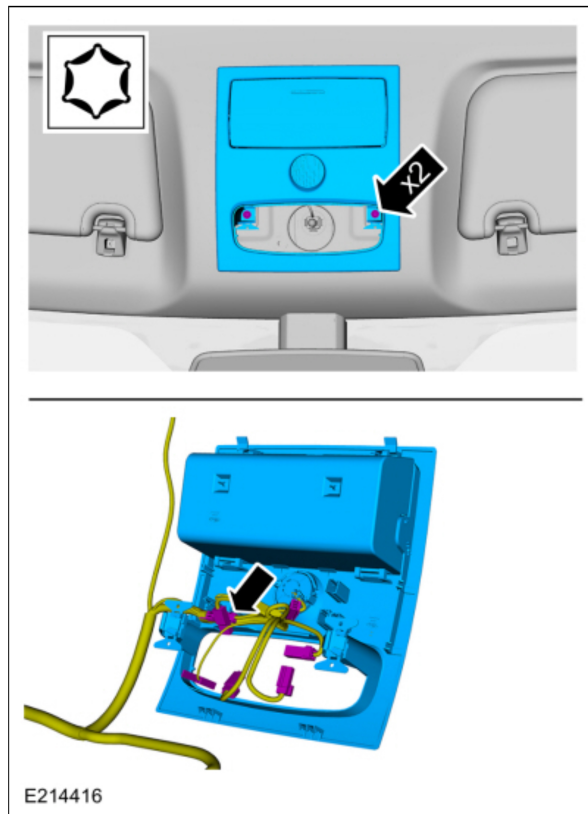
NOTE: Removal steps in this procedure may contain installation details.

1. On both the sides.
Remove the A-pillar trim panels.
Refer to: A-Pillar Trim Panel - Vehicles Built Up To: 16-08-2015 (501-05 Interior Trim and Ornamentation) .
2. On both the sides.
Position the front seats fully rearward and reclined.

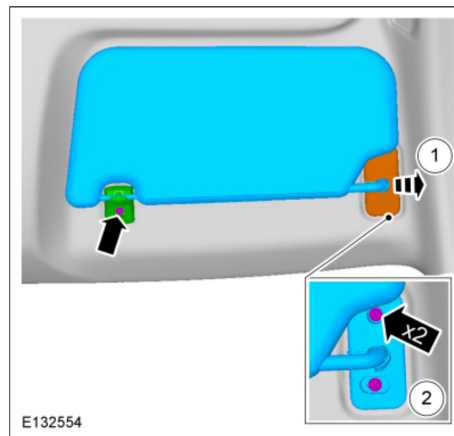


7. **NOTE:** This step is not necessary when installing a new component.

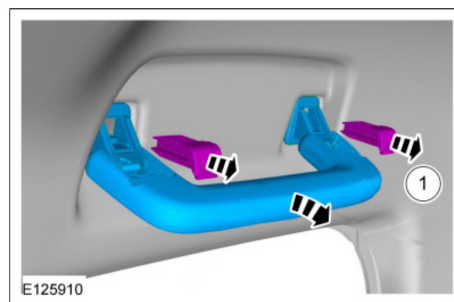
Remove the screws, lower the overhead console, release the electrical connectors and remove the overhead console.



8. On both the side
Remove visor pivot cover, the screws, the visor support, and the visor.



9. Remove the retainers and the grab handles.



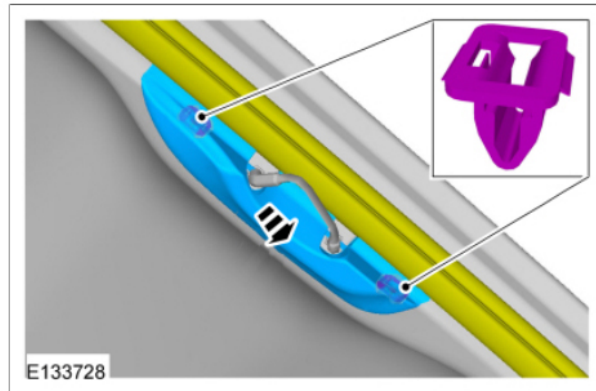
10. Remove the rear view mirror.
Refer to: [Interior Rear View Mirror](#) (501-09 Rear View Mirrors, Removal and Installation).

Stretch cab or Double cab

11. Remove the center interior lamp.
Refer to: [Center Interior Lamp](#) (417-02 Interior Lighting, Removal and Installation).

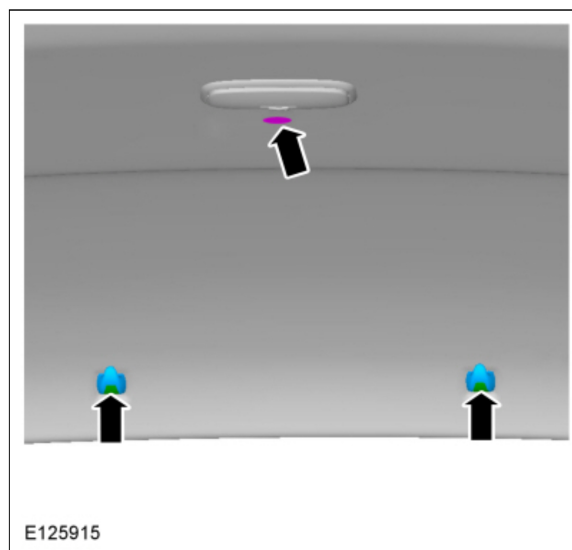
Stretch cab

12. Remove the door latch trim plate and position the door weatherstrip aside.



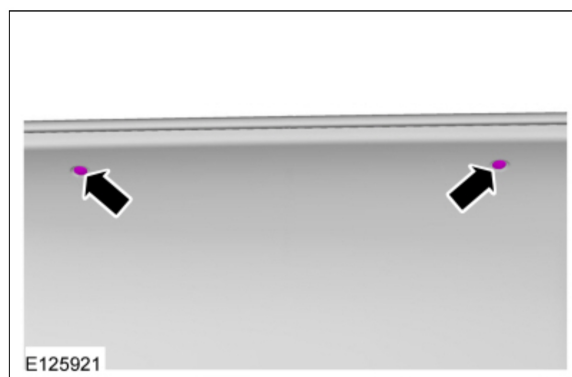
Double cab

13. Position the door weather strips aside.
 - Support the headliner in position.



Single cab

15. Remove the pin-type retainers.



All vehicles

16. With the help of an assistant, lower the headliner.
17. Disconnect the electrical connector, release the tabs and remove the voice microphone.

STEP I RACK ASSEMBLY

Because the rack will be used as a fitting template for marking the drill locations in the drip rails of your truck you need to complete the assembly of the rack including the fairing. The rack will be sat in place, adjusted, the feet/hole locations marked and the rack will be removed to complete the drilling and installation of the rivnuts and plus nuts.

In order to save weight at this point we recommend you **DO NOT** install any lighting or wiring into the rack assembly and complete that step prior to final installation of the rack onto the roof of your truck. (STEP XX)

Locate the following:

- Bag of hardware labeled "Load Bars"
- 2015/2016 Driver and Passenger Body Plates
- All six (6) of your load bars.

Three (3) of the load bars on the rack for your Ford Ranger are adjustable. (Sliding)

Two (2) of them are fixed (Not-adjustable).

The rear load bar can be flipped. This means it can be mounted vertically or horizontally based on the users preference.

We will start with the two (2) fixed position load bars as shown below:

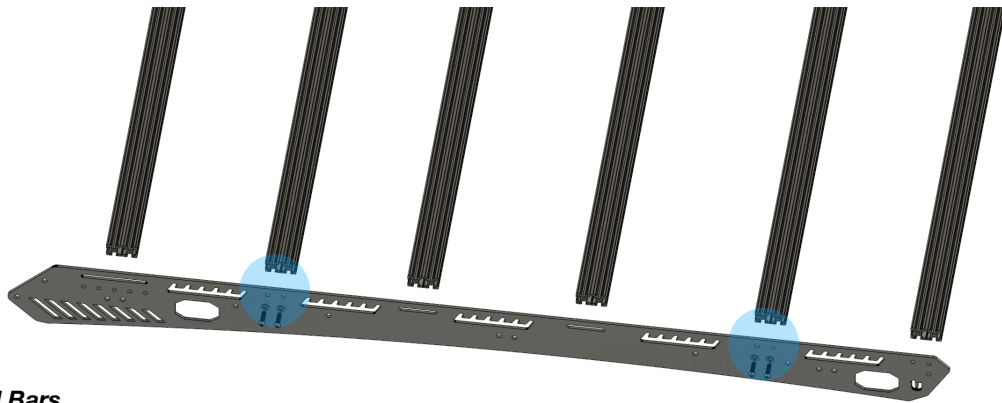


Figure 2
Fixed Load Bars
Driver Side

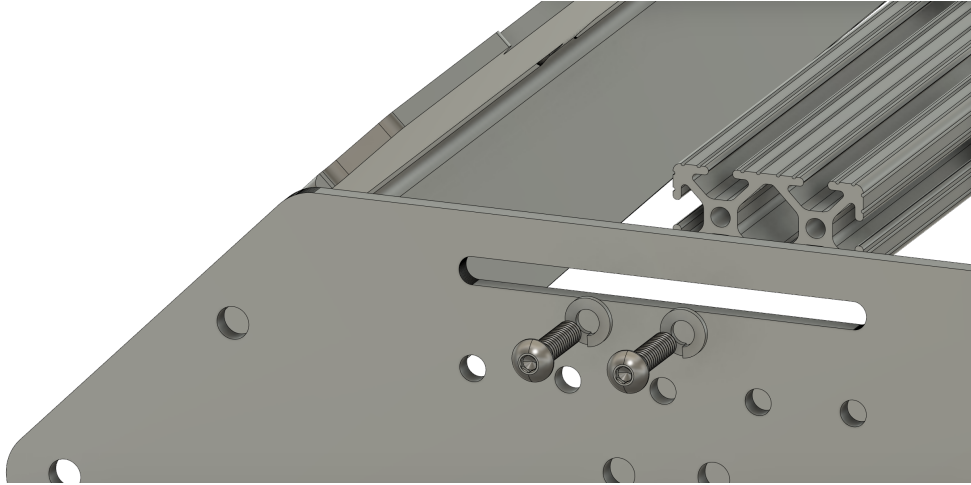
The driver side (2015) is shown. Using a 5/32" Allen wrench seat the lock washers onto the bolts and slide them through the machined holes high lighted in the blue circles. Thread them into the load bars and tighten to 21 inch pounds.

Repeat the process on the passenger side (2016).

Install the other four (4) load bars with the provided hardware in the same manner. With the adjustable load bars ensure that the position in the slot on the drivers side of the rack matches the position in the slot on the passenger side of the rack. This will keep the load bars parallel from one another and the rack square which helps with aligning feet.

FRONT LOAD BAR MOUNTING OPTIONS

Figure 3



This illustration (Figure 3) shows one option for mounting the front load bar. In this configuration the load bar can (when loosened) slide back and forth to give some adjustability in helping to line up with different mounts and pieces of gear. It maximizes the surface area of the load bar giving you two (2) channel slots for hardware facing the sky.

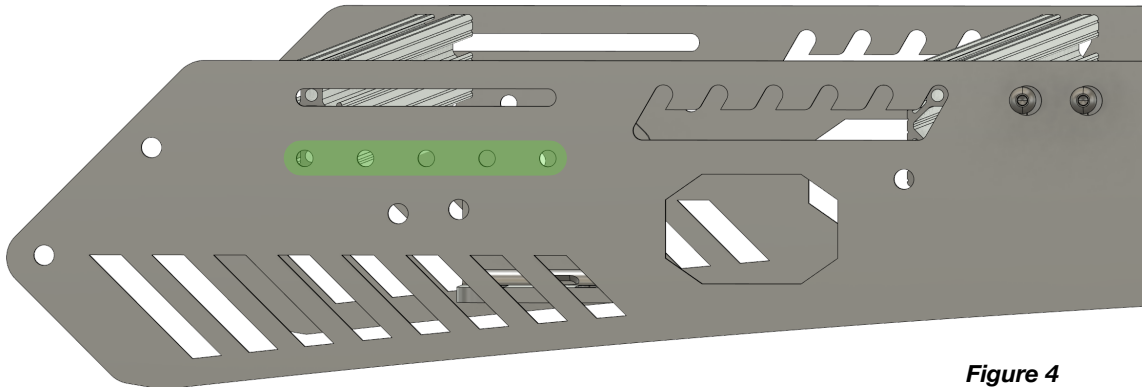


Figure 4

In this configuration (Figure 4) the front load bar is mounted vertically. In this orientation the load bar can be “fixed” in any of the five positions (indicated by the green rectangle). When using this configuration the upper slot would be for one bolt/lock washer while the second bolt/lock washer would pass through any of the five (5) holes allowing you to station the load bar for various mounting options including larger, heavier light bar attachments without the need for reinforcement.

STEP 2 Fairing Installation

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 we will ask you to postpone the installation of the lighting until AFTER the roof rack has been lifted on/off the truck to be used as the alignment template for marking/drilling your drip rails. Lighting alignment suggestions can be found in the rear of this guide.

Locate the following:

- Fairing specified in your order.
- Bag of hardware labeled "Fairing"

**If your fairing is cut for a specific light bar you will also been delivered a kit of hardware for that task. For now just leave that bagged up and sit it to the side. It will be used later.*

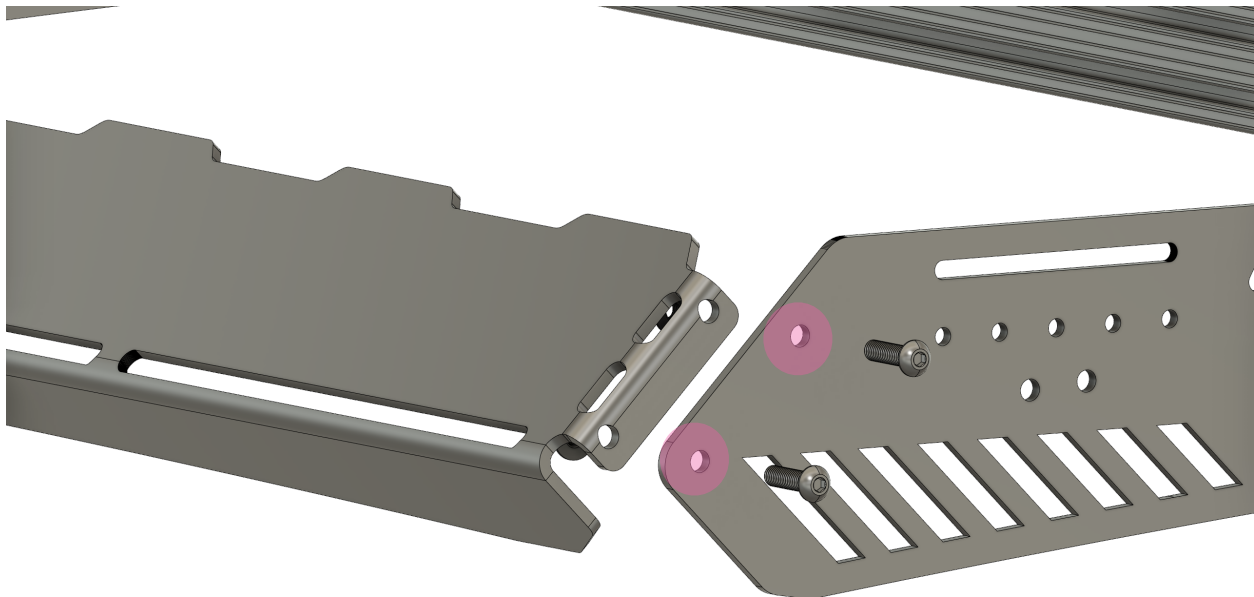


Figure 5
Fairing Install-Outer
View
Driver side shown

The folded tab of your fairing fits on the **INSIDE** of the rack body. Align the holes in the tabs on your fairing to the holes in the rack side (shown here in pink). Slide the bolts through both sets of holes and hand thread the supplied flange nuts onto the exposed threads on the inside of the fairing. (Shown in **Figure 6**)

Fairing (Continued)

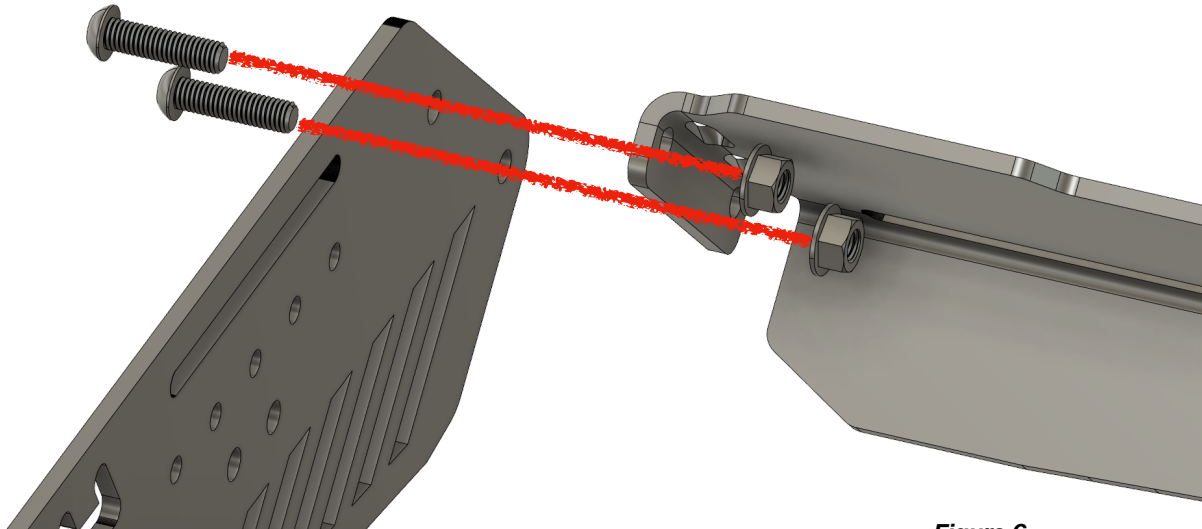


Figure 6
Fairing Install-Inner
Driver side shown

Using a 5mm Allen wrench and 13mm wrench tighten the hardware to 35 inch pounds.

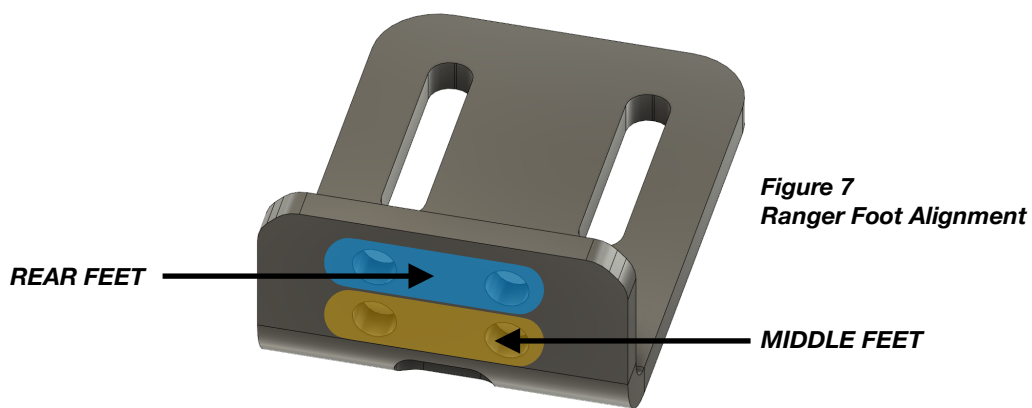
Repeat the process on the passenger side.

The fairing will be used as a locating measurement point when aligning the roof rack onto the roof of the truck for drill mark indexing.

STEP 3 FEET

The feet sent with your rack are specific to the Ford Ranger. The feet used in the middle and rear (1336) are not location specific and can be used at any of the four (4) attachment points.

One detail that must not be overlooked is the hole alignment on the 1336 feet. There are two sets of holes available on the feet. As shown below in **Figure 7** you must observe and attach each rear and middle foot into the proper hole alignment.

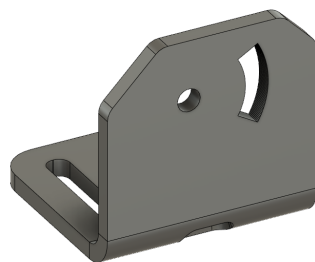


The two (2) **UPPER** holes are the pass through holes for the two (2) 1336 Rear Feet. Shown in **Figure 7** in BLUE.

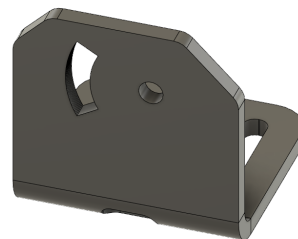
The two (2) **LOWER** holes are the pass through holes for the two (2) 1336 Middle Feet. Shown in Figure 7 in **ORANGE**.

Failure to observe and follow the hole alignment outlined in Figure 7 will result in misalignment of the supplied spacers for the feet when mounting the rack to the roof of your vehicle. DO NOT REVERSE THIS STEP.

The front left (1337) and the front right (1338) must be installed in the proper orientation to allow the front feet to adjust to the angle of the cab roof your truck.



1337 Front Left (Driver)
Foot

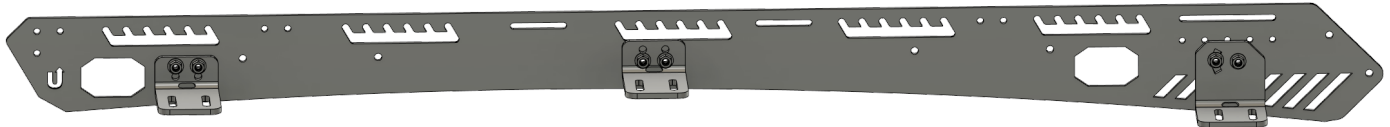


1338 Front Right
(Passenger) Foot

Step 3 (CONT) FEET

Locate:

- Foot 1337
- (Qty 2) Foot 1336
- Bag of hardware labeled "Feet to Rack"
- *Only HALF of the hardware will be used in this step. The remaining hardware is for the passenger side of the rack assembly.*



1336 Used as Rear Foot
Note **UPPER** Holes Used

1336 Used as Middle Foot
Note **LOWER** Holes Used

1337 Front Left (Driver) Foot
Note Angle adjuster faces
AWAY from fairing.

Figure 8
Driver Side Shown
INSIDE VIEW

The progress of your assembly thus far has been removed from the rack assembly to focus the detail on foot orientation and hole alignment (Figure 8). At this stage in your assembly your load bars and fairing are already installed and DO NOT need to be removed to complete this step.

With all three (3) drivers side feet installed gather the remaining feet and hardware and repeat the steps to assemble the feet to the **PASSENGER SIDE**.

Using a 5mm Allen wrench and 13mm wrench tighten the foot bolts. Torque all twelve (12) bolts to 35 inch pounds.

You're now ready to proceed with placing the rack onto the truck. The next step will focus on getting the rack upTOP ;) and taking some measurements to ensure the rack assembly is square to the truck body before marking the alignment holes that you will drill.

Step 4 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 50.00" wide. You can mark them 25.00" 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 on results 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.

STEP 5 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. This step will take place with the factory drip rails removed. You will not be re-using them after installation. Catalog and store them to put back on the truck should you ever trade it in.

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.

STEP 6 THREADED INSERT INSTALLATION (Rivnuts and Plus nuts)

A special tool is available (Amazon) for this process but you can also set them with a bolt and two washers. Links are provided below to videos that explain the process in depth:

RivNUT: https://www.youtube.com/watch?v=qhzVDvnN_yM

plusNUT: <https://www.youtube.com/watch?v=Q21D-gKpUk8>

If you are using a dedicated tool for this process you will need an M6x1.00 Mandrel.

The Ford Ranger requires the use of two (2) different types of threaded inserts.

The plusNUT (also called a cross nut) fasteners will be used in the holes that you drilled for the **REAR** and **MIDDLE** feet.

The rivnuts will be used for the holes drilled for the **FRONT** feet. There is an inner skin inside the chassis of the truck that would prohibit you from properly installing and seating a plus nut fastener.

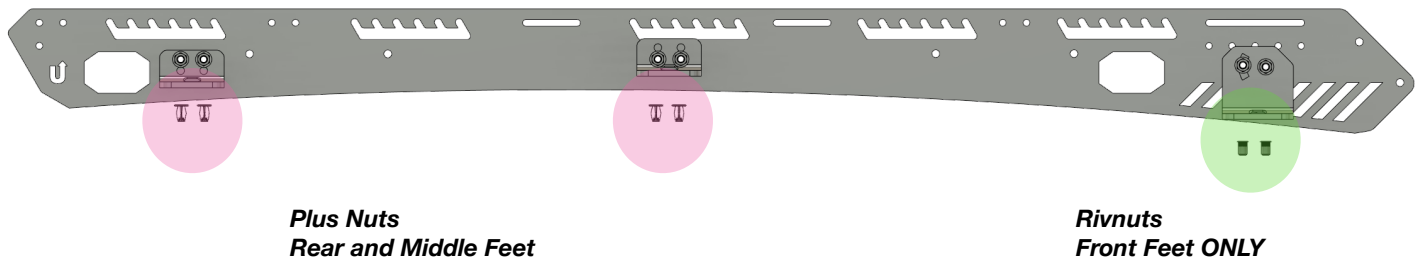


Figure 9
Driver Side View (Inside)

Threaded

Carefully install/set all twelve (12) threaded inserts with either the specialized tool or the bolt/nut method.

Hand thread an m6x1.00 Bolt (the roof rack bolts are this pitch) into each rivnut/plus nut to ensure that the inserts are fully seated and locked into place. Apply a small amount of torque by hand to each fastener to ensure the threaded inserts do not slip. If you meet resistance try cleaning the threads with an M6x1.00 tap.

It is easier to complete this test while the rack is off the truck.

If you encounter any inserts that are not fully seated make adjustments with the tool. Spare inserts are provided to you to account for bad sets.

STEP 7 FINAL INSTALLATION

With the inserts installed you can prep the truck roof area for final assembly.

It is recommended to use an exterior grade RTV silicone product for sealant. Brand names are not important just make sure the product you purchase is EXTERIOR GRADE. Color is not important as the sealant will not be visible after the rack is installed.

- Apply a generous amount of silicone sealant INTO the threaded portion of the inserts you installed. Cover the surface area with sealant paying special attention to the flange edges of the inserts and make sure that sealant fully encapsulates the threaded insert area.
- Locate the bag of hardware labeled rack to roof.
- Position the aluminum spacers in the silicone piles you applied to the drip rails. Observe the size (height) of the spacers in the drawing below. Place the spacers as close to centered directly over the threaded holes inside the inserts.

***The .875" (7/8") spacers will be used under the FRONT and MIDDLE feet.
The .625" (5/8") spacers will be used under the REAR feet.***

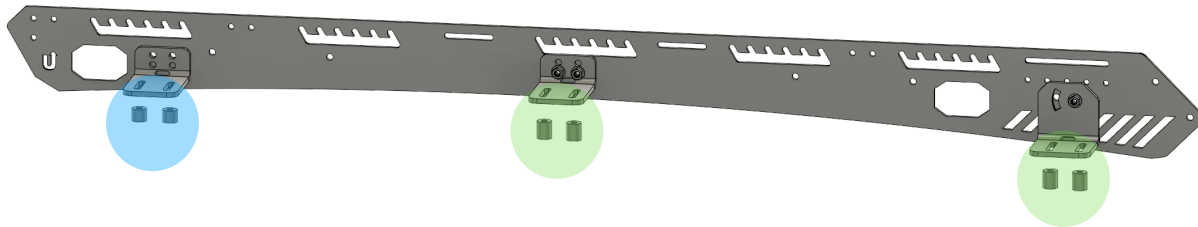


Figure 10
Ford Ranger Spacer Alignment
Shown Drivers Side-Inside View

The BLUE circle indicates the REAR of the rack. Position the .625" spacers underneath the REAR feet.

The GREEN circles indicate the MIDDLE and FRONT locations. Position the .875" spacers underneath the MIDDLE and FRONT feet.

- With the assistance of another person once again lift the rack up and place it on the roof. Take care to sit the Feet of the rack down DIRECTLY on top of the spacers. The spacers should hold themselves in place seated the sealant you applied. If they scoot around a bit you can align them again using a small pick tool. Slide the pick tool through the slot in the foot, down through the spacer and use the head of the pick tool to align with the threaded insert.

STEP 7 (CONT)
FINAL INSTALLATION

The FRONT and MIDDLE feet use the same length bolt (55mm).

The REAR feet use the shorter (45mm).

All twelve (12) locations will use the same lock washer/fender washer assemblies.

- Start each fastener/lock washer/ fender washer assembly into each of the threaded inserts. You can use a 5mm Allen wrench to get them started but DO NOT fully tighten. You will want them loose so you can align the rack side to side and make sure it is centered.
- **Start with the REAR feet on both sides.** (45mm Bolts) **Figure 11**

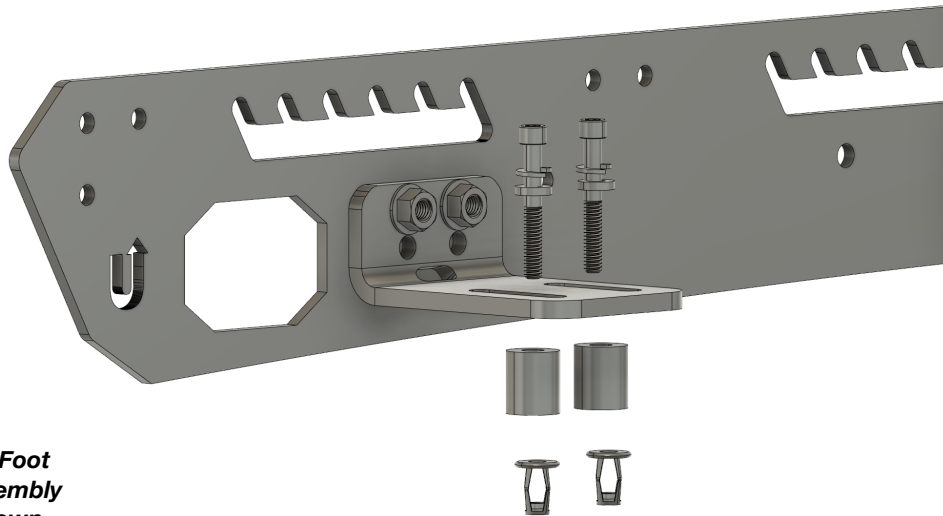


Figure 11
Ranger REAR Foot
Hardware Assembly
Driver Side shown

- **Install the MIDDLE feet hardware (55 mm bolts) as shown in Figure 12**

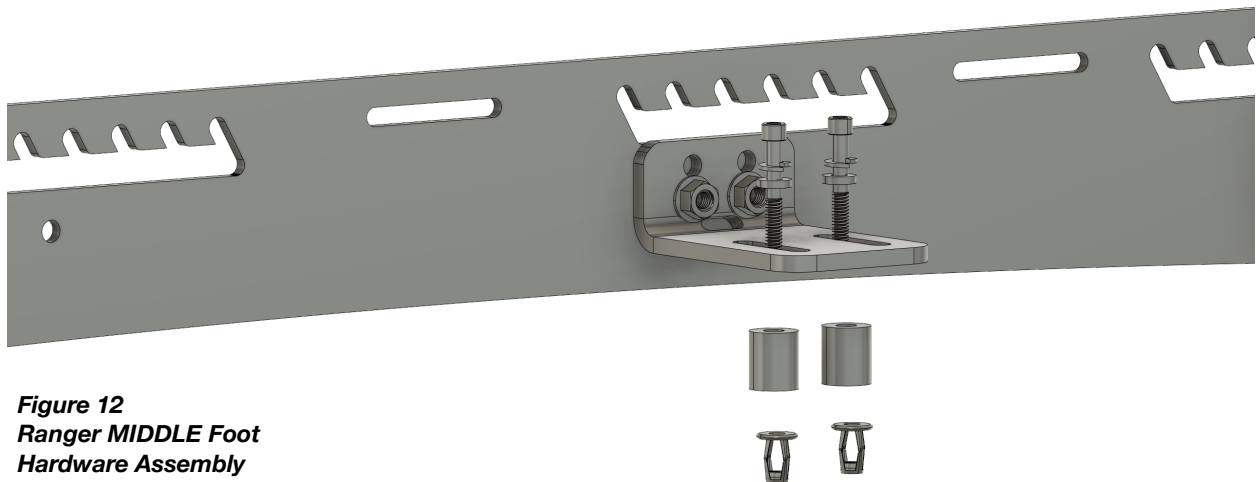


Figure 12
Ranger MIDDLE Foot
Hardware Assembly
Driver Side Shown

STEP 7 (CONT)
FINAL INSTALLATION

- **Install the FRONT feet hardware (55mm bolts) as shown in Figure 13**

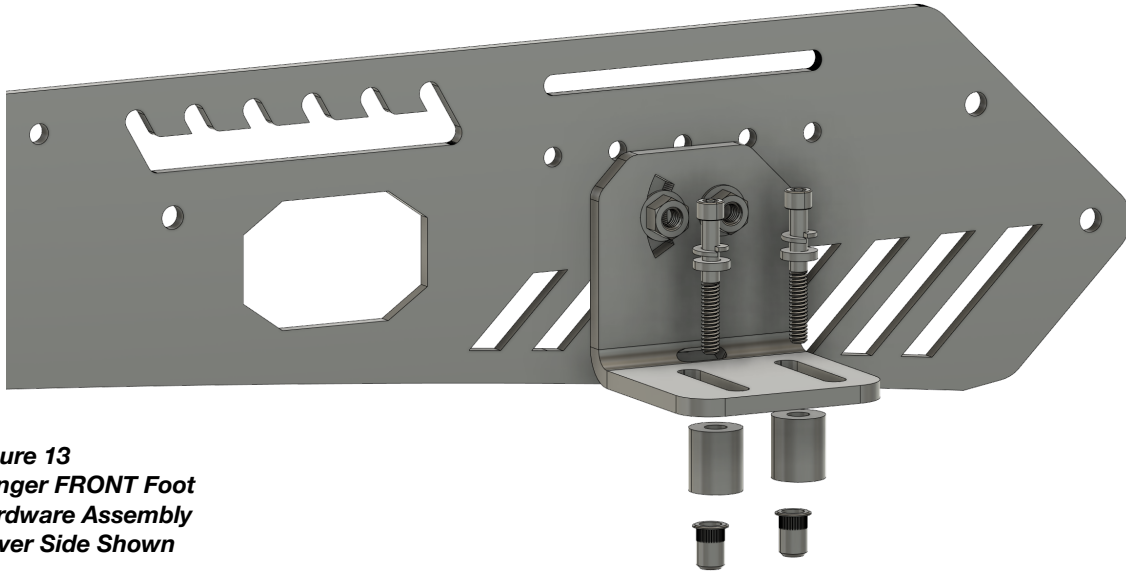


Figure 13
Ranger FRONT Foot
Hardware Assembly
Driver Side Shown

- Repeat the process for the six (6) hardware assemblies on the passenger side.
- Measure the rack against the roof of the truck to ensure the rack is centered on the truck.
- Tighten all twelve (12) bolts to 21 Inch Pounds.

NOTE

The provided hardware is stainless steel.

- **DO NOT USE POWER TOOLS.**
- **DO NOT OVER TIGHTEN.**
- **DO NOT FORCE HARDWARE THAT FEELS STUCK.**
- **RE-TAP (M6x1.00) ANY THREADED INSERTS THAT GIVE TOO MUCH RESISTANCE.**

If you have additional lighting to install into the fairing or if you are using the optional scenPOD™ accessories you can now complete that task and terminate the wiring.

Optional accessories such as gear mounts, grab handles, etc...can be installed/removed at any time using our drop in hardware that does NOT require the disassembly of the load bar components for hardware insertion.

FAIRING LIGHTING (OPTIONAL)

upTOP offers fairing solutions that are cut for specific light bar profiles. This design nests the light bars into the fairing keeping them concealed until they are powered on providing protection of the light bar from trail hazards.

Optional fairing cuts are provided with hardware for installing your light bar into our fairings. We provide rotation and height adjustability brackets and hardware designed to thread into the bracket mounts of your light bar.

These are specific to:

Baja Designs- 1/4-20 hardware on S8 and OnX6 models

Extreme LED-M8x1.25 on X6s models

Universal 40 fairings come complete with drop in load bar hardware and stainless steel hardware (m6x1.00). The Universal 40 fairings will accommodate ALL light bars up to 41" in width. In this application it is intended that you would use the brackets provided with your light bar.

The light bar assembly would attach to the FRONT on the very front load bar on your roof rack. Use the slide adjustment of the load bar to nest the light bar as close to the fairing as you can without touching. Any contact between the light bar and fairing could cause vibration.

A brief tutorial on the layout of spacers and hardware is available on our website by using this link:



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.