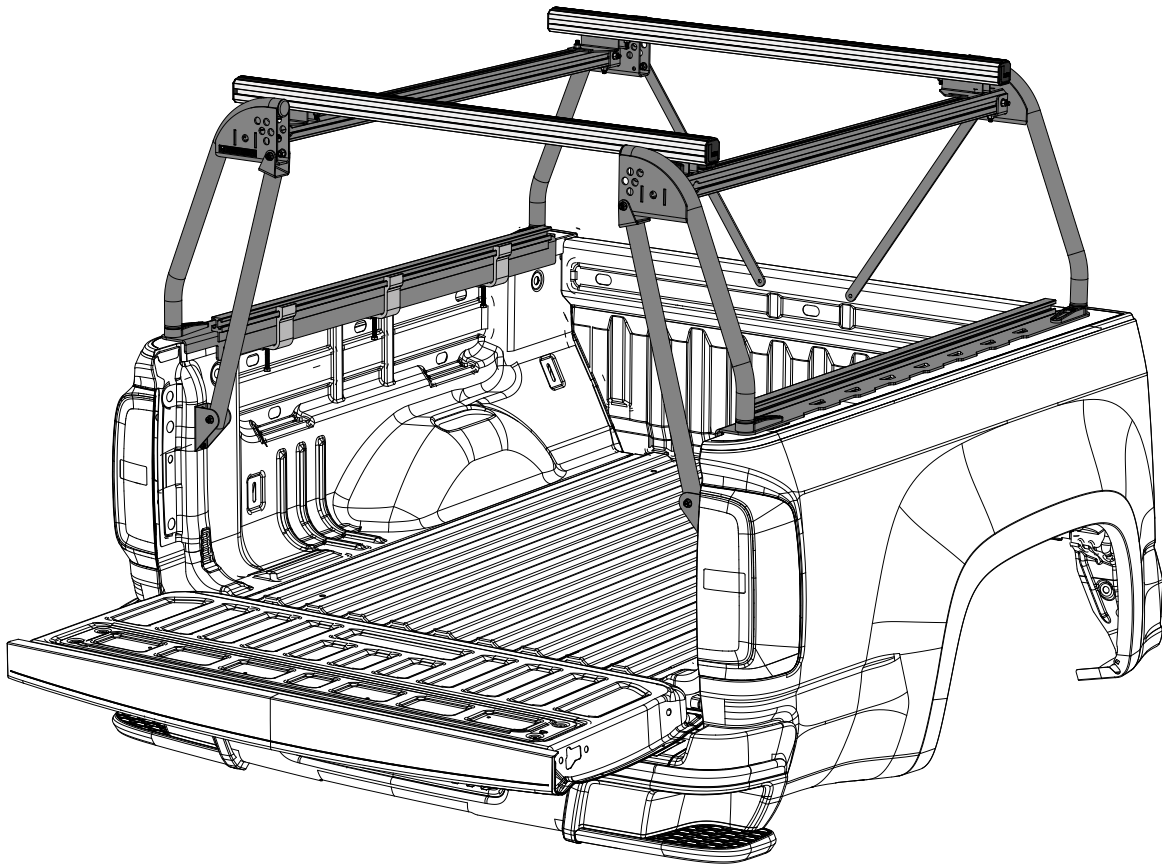


# LEITNER DESIGNS

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## ACTIVE CARGO SYSTEM



**FULL SIZE / MIDSIZE**

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# ASSEMBLY / INSTALLATION INSTRUCTIONS:

## ACTIVE CARGO SYSTEM PART NUMBERS:

- 00-6266-F-01-1135 (FULL SIZE 5-1/2' BED LENGTH)
- 00-6872-F-01-1148 (FULL SIZE 6-0' BED LENGTH)
- 00-7476-F-01-1191 (FULL SIZE 6'-4" BED LENGTH)
- 00-7779-F-01-1150 (FULL SIZE 6-1/2' BED LENGTH)
- 00-5760-M-01-1208 (MID SIZE 5-0' BED LENGTH)
- 00-6872-M-01-1196 (MID SIZE 6-0' BED LENGTH)

## TOOLS REQUIRED

- TORQUE WRENCH
- 10MM SOCKET
- 13MM DEEP SOCKET
- 19MM SOCKET
- 12MM COMBINATION WRENCH
- 13MM COMBINATION WRENCH
- ELECTRIC DRILL
- TAPE MEASURE
- CENTER PUNCH

## TOOLS INCLUDED

- 25/64 DRILL
- RIVET NUT SET TOOL

## INSTALLATION TIME

**2-3 HOURS**

BASIC KNOWLEDGE OF HAND TOOLS REQUIRED

## SKILL LEVEL



3= INTERMEDIATE



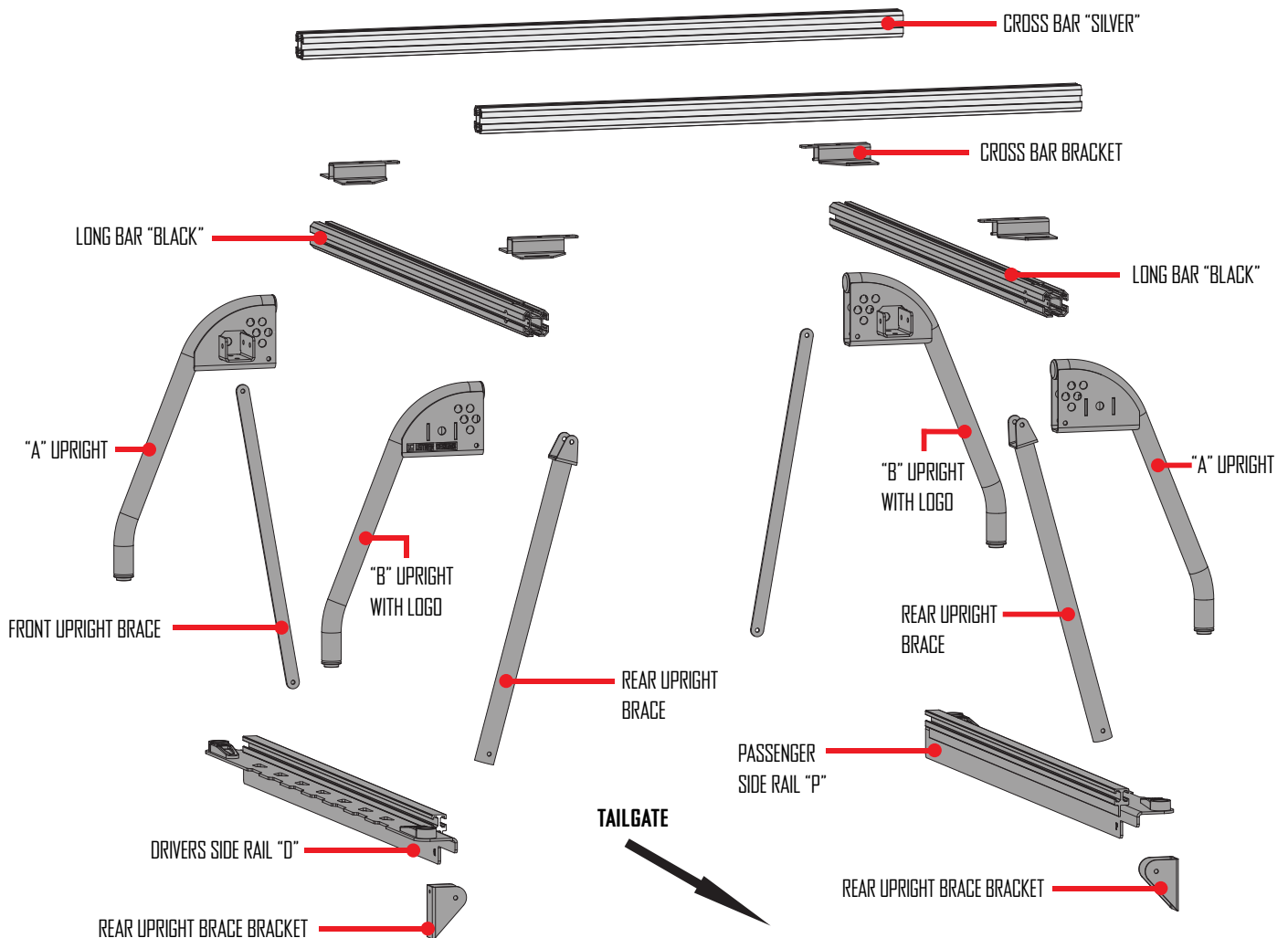
INSTALLATION INSTRUCTIONS

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# ▼ READ BEFORE INSTALLING ACTIVE CARGO SYSTEM ▼

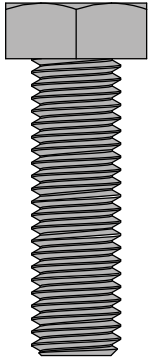
1. DON'T OVER-TIGHTEN BOLTS. ALL 12MM BOLTS = (55LB-FT) ALL 8MM BOLTS = (18FT-LB) ALL 6MM BOLTS = (11FT-LB) RAIL CLAMP BOLTS (10FT-LB)
2. **NOTE: DROP IN PLASTIC BED LINERS WILL NEED TO BE REMOVED BEFORE INSTALLING ACTIVE CARGO SYSTEM.**
3. LAY DOWN A LARGE AREA OF CARPET OR BLANKETS AS A WORK AREA TO AVOID SCRATCHING PARTS DURING ASSEMBLY.
4. TWO EXTRA RIVET NUTS ARE INCLUDED IN CASE YOU MAKE A MISTAKE DURING ASSEMBLY.
5. TAKE YOUR TIME TO DO IT RIGHT, MEASURE TWICE, DRILL ONCE.
6. ALTHOUGH THE ACTIVE CARGO SYSTEM IS LIGHT HAVING A FRIEND TO HELP IS RECOMMENDED.

## ▼ ASSEMBLY OVERVIEW ▼

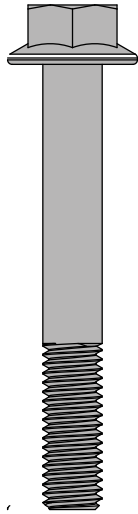


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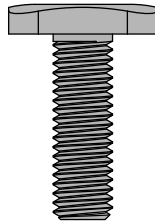
# ▼ ACTIVE CARGO SYSTEM HARDWARE ▼



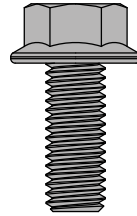
M12 X 40  
[X4]



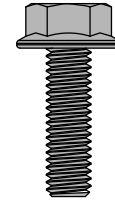
M8 X 60  
[X2]



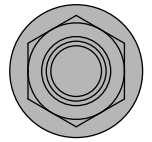
M8 T-BOLT  
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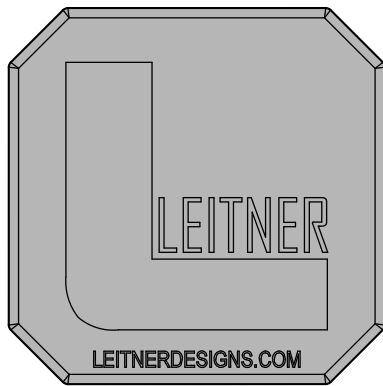
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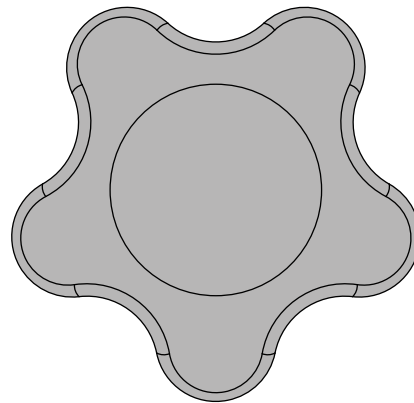
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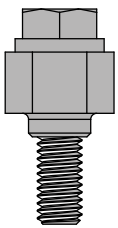
M8 NUT  
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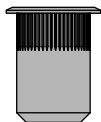
ENDCAP  
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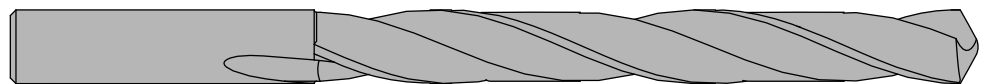
KNOB  
[X4]



RIVET NUT SET TOOL  
[X1]

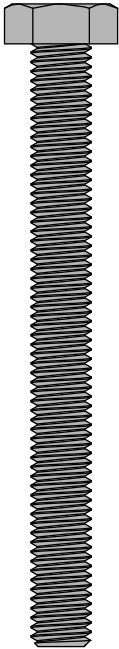


RIVET NUT  
[X8]

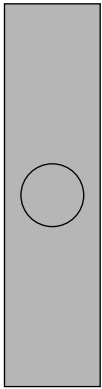


25/64 DRILL  
[X1]

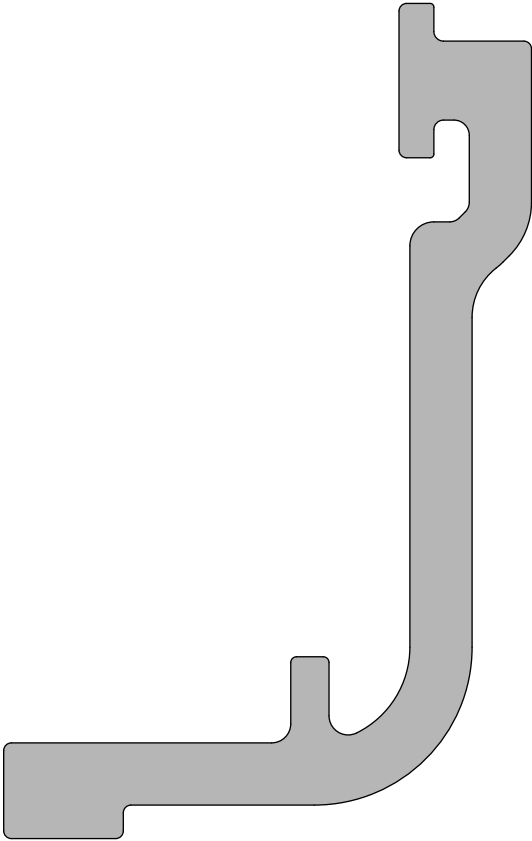
▼ ACTIVE CARGO SYSTEM RAIL CLAMP HARDWARE ▼



M8 X 80  
(X6)



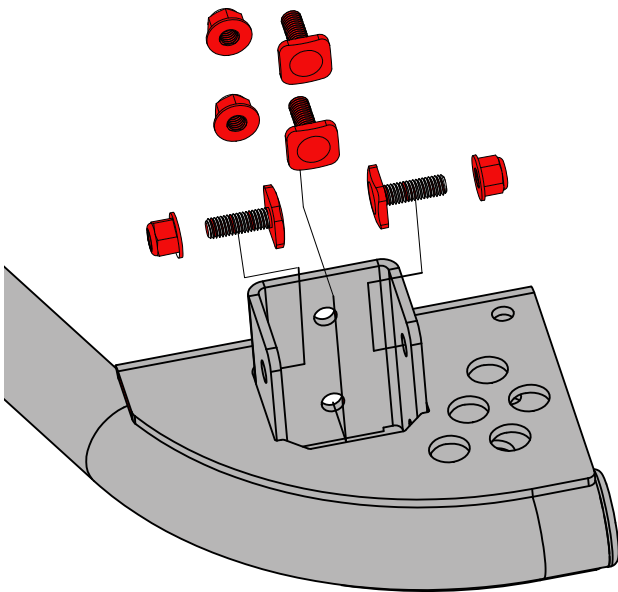
RAIL CLAMP SPACER  
(X6)



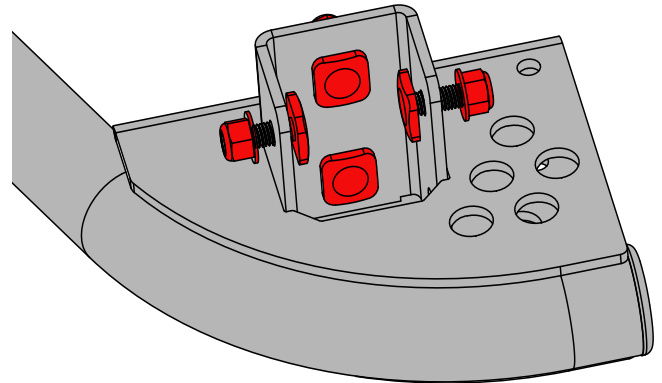
RAIL CLAMP  
(X6)

# PREP UPRIGHTS: INSTALL T-BOLTS

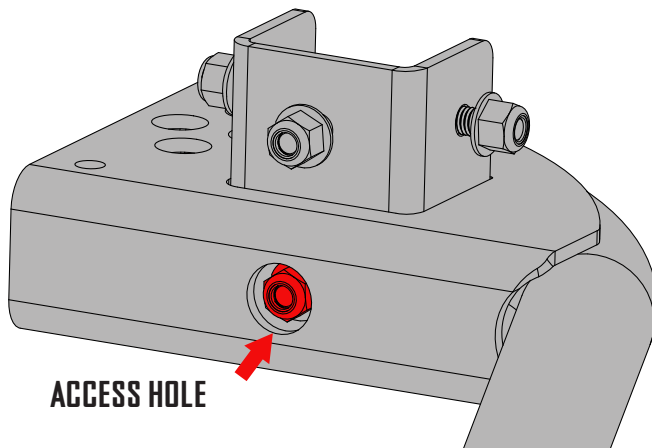
- INSTALL 4 T-BOLTS INTO EACH UPRIGHT AS SHOWN.
- INSTALL A M8 LOCK NUT ON THE END OF EACH T-BOLT BY HAND UNTIL THEY STOP
- TO INSTALL THE NUT ON THE LOWER T-BOLT YOU WILL NEED TO USE THE ACCESS HOLE. PUTTING THE NUT ON THE END OF A 13MM DEEP SOCKET WILL ASSIST IN INSTALLATION.
- REPEAT STEPS BELOW FOR ALL 4 UPRIGHTS



**STEP 1**



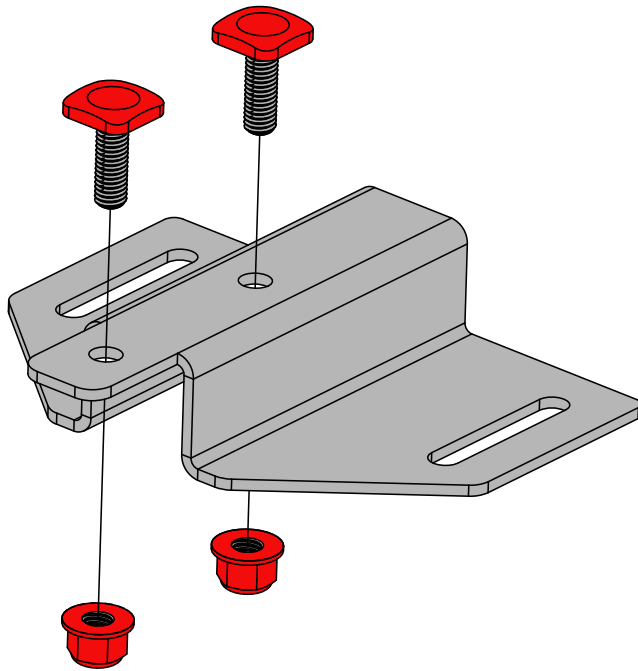
**STEP 2**



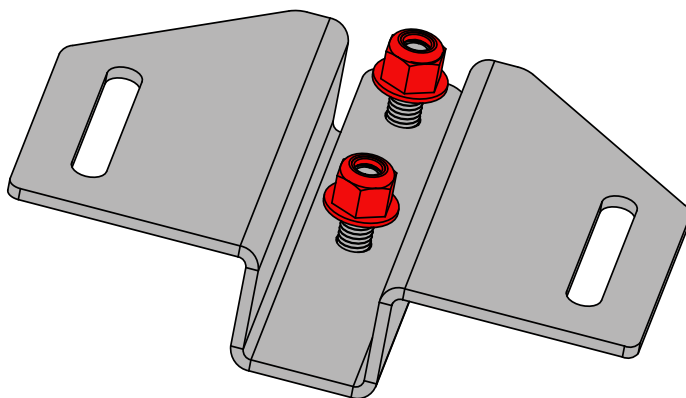
**ACCESS HOLE**

# PREP: CROSS BAR BRACKETS

- INSTALL 2 T-BOLTS INTO EACH OF THE 4 CROSS BAR BRACKETS AS SHOWN BELOW
- INSTALL AN M8 LOCK NUT ON THE END OF EACH T-BOLT BY HAND UNTIL THEY STOP
- REPEAT STEPS BELOW FOR ALL FOUR CROSS BAR BRACKETS



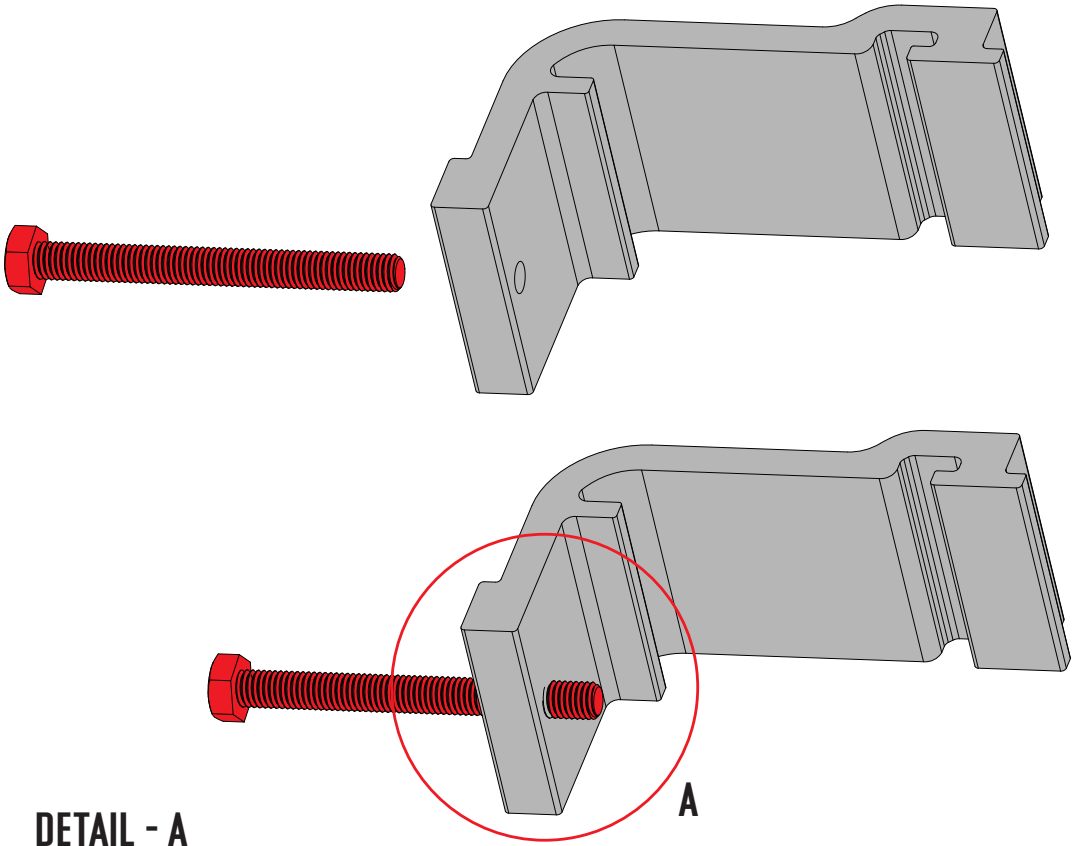
**STEP 1**



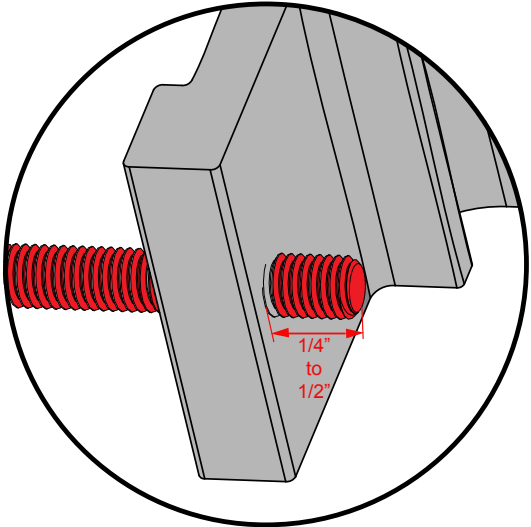
**STEP 2**

# PREP: RAIL CLAMPS

- INSTALL A M8 X 80 BOLT INTO EACH OF THE 6 RAIL CLAMPS AS SHOWN.
- THREAD THE BOLT IN SO THAT 1/4" TO 1/2" PROTRUDES OUT THE BACK OF THE CLAMP.
- NOTE: THIS STEP IS NECESSARY SO THAT THE CLAMP BOLTS WILL FIT UNDER THE TRUCK BED LIP DURING INSTALL.



DETAIL - A

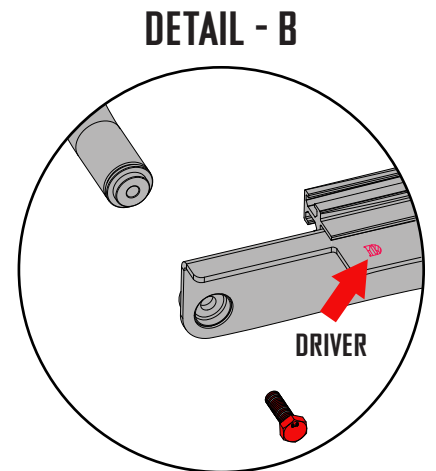
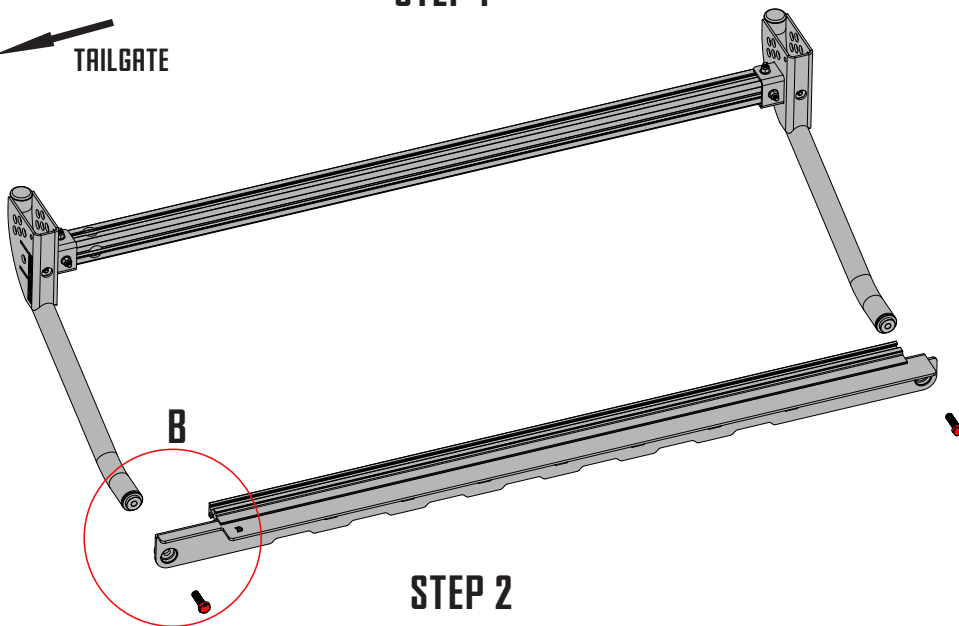
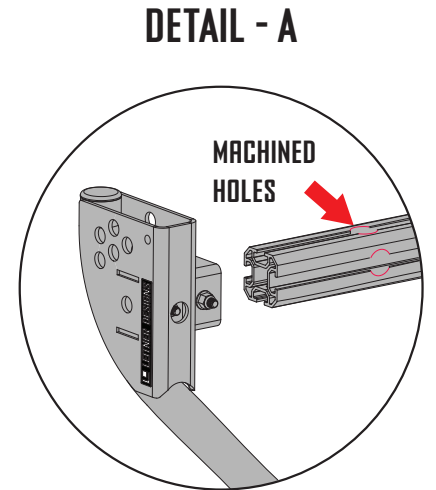
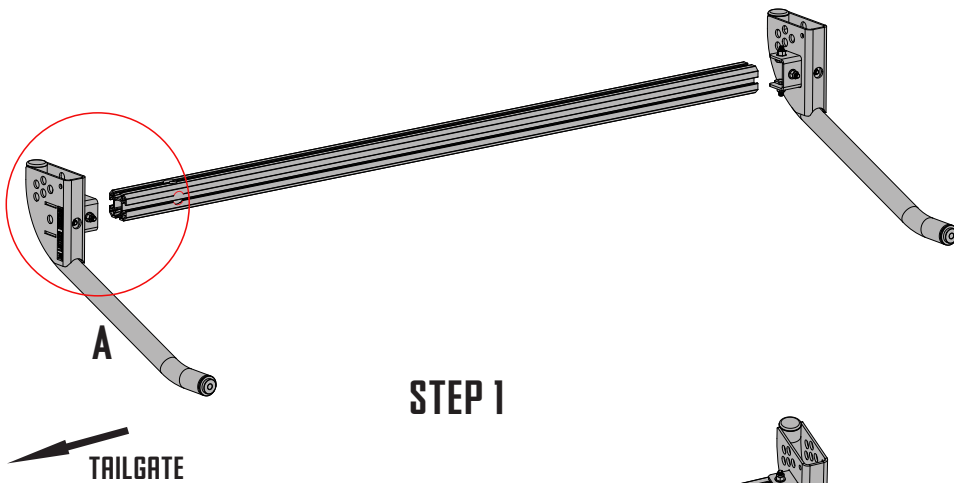




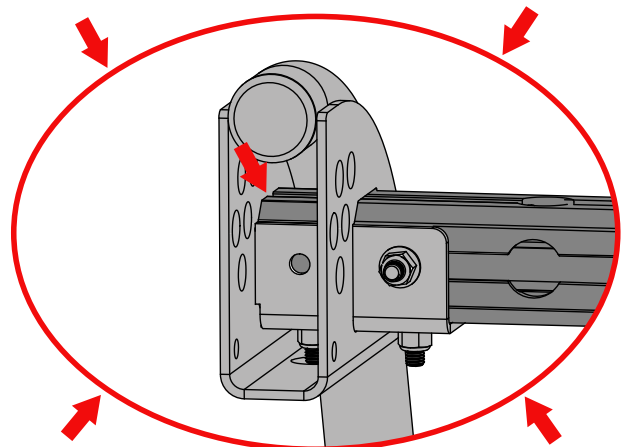
# ASSEMBLE: DRIVERS SIDE

• INSTALL LONG BAR INTO A AND B UPRIGHT. HAVE A FRIEND ADJUST THE T-BOLT ORIENTATION TO LINE UP WITH THE SLOTS AS YOU INSERT THE LONG BAR INTO THE UPRIGHT. TIGHTEN THE FOUR M8 NUTS ON EACH UPRIGHT.

• USING TWO 12MM BOLTS FASTEN THE DRIVERS SIDE LOWER RAIL ONTO THE UPRIGHTS.



**NOTE: MAKE SURE THAT THE LONG BAR TOUCHES THE BACK OF THE BACK UPRIGHT!! IF THIS IS NOT DONE YOU WILL NOT BE ABLE TO INSTALL THE LOWER RAIL WITHOUT BENDING PARTS!**

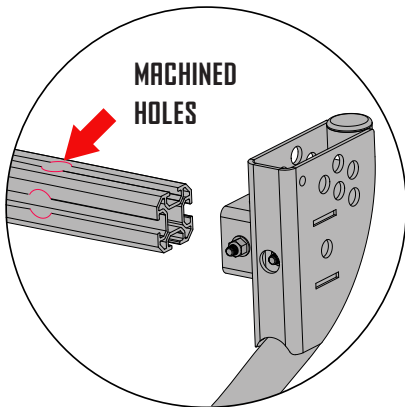


# ASSEMBLE: PASSENGER SIDE

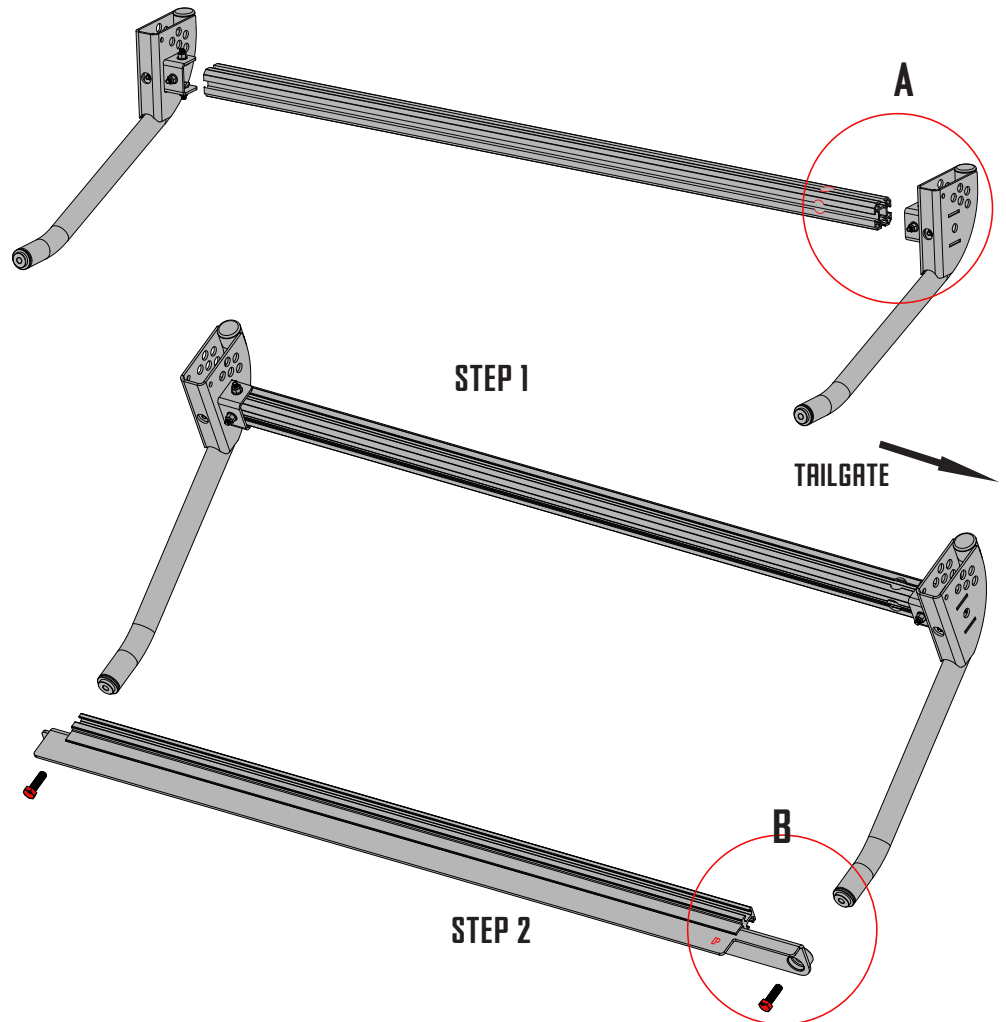
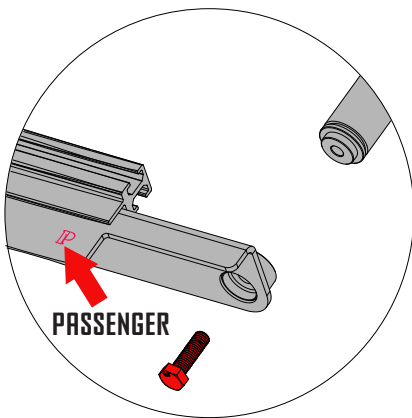
• INSTALL LONG BAR INTO A AND B UPRIGHT. HAVE A FRIEND ADJUST THE T-BOLT ORIENTATION TO LINE UP WITH THE SLOTS AS YOU INSERT THE LONG BAR INTO THE UPRIGHT. TIGHTEN THE FOUR M8 NUTS ON EACH UPRIGHT.

• USING TWO 12MM BOLTS FASTEN THE DRIVERS PASSENGER LOWER RAIL ONTO THE UPRIGHTS.

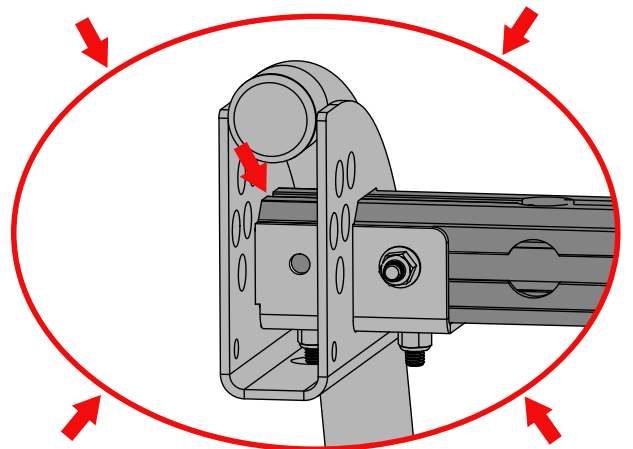
## DETAIL - A



## DETAIL - B

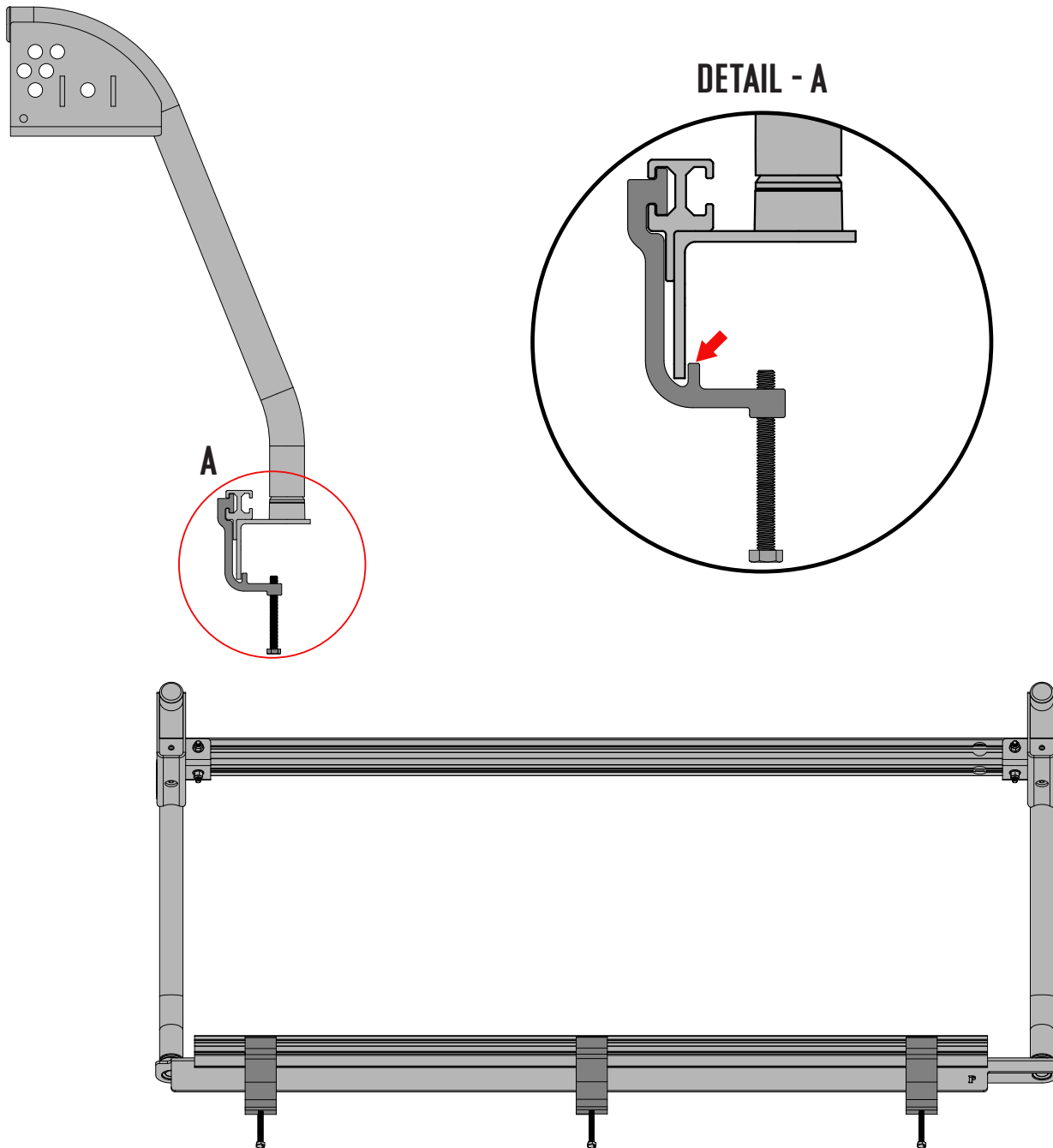


**NOTE: MAKE SURE THAT THE LONG BAR TOUCHES THE BACK OF THE BACK UPRIGHT!! IF THIS IS NOT DONE YOU WILL NOT BE ABLE TO INSTALL THE LOWER RAIL WITHOUT BENDING PARTS!**



# ASSEMBLE: RAIL CLAMPS TO RAILS

• INSTALL THREE RAIL CLAMP ONTO THE PASSENGER AND DRIVERS SIDE RAIL THAT WERE ASSEMBLED IN PREVIOUS STEPS. THE RAIL CLAMP WILL SLIDE ONTO THE RAIL FROM EITHER END.

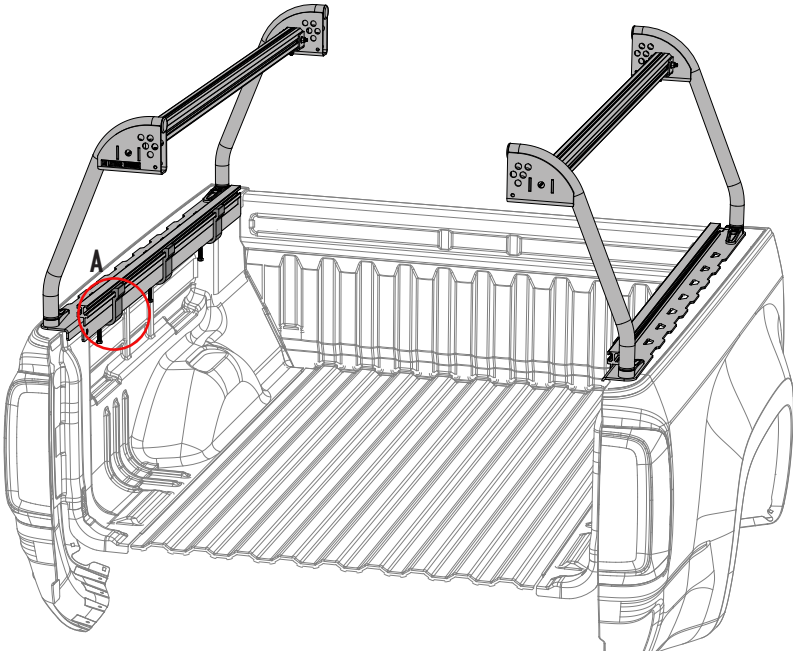


• NOTE: THE SMALL TAB ON THE RAIL CLAMP HOOKS BEHIND THE RAIL. (DETAIL - A)

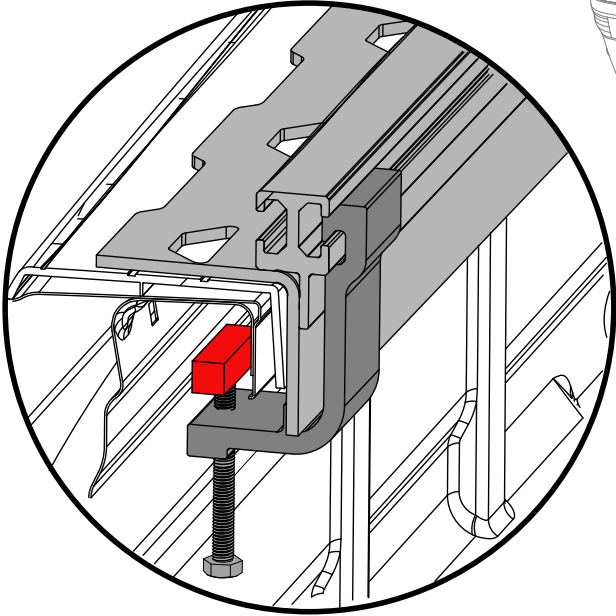
• NOTE: SOME TRUCK BEDS WILL ONLY ALLOW ROOM FOR TWO RAIL CLAMPS PER SIDE. THIS DOES NOT EFFECT THE PAYLOAD CAPACITY OF THE ACTIVE CARGO SYSTEM.

# INSTALL: RACK TO TRUCK

- PLACE THE DRIVERS SIDE ASSEMBLY ONTO THE BED RAIL OF THE TRUCK. THE "D" WILL BE TOWARD THE TAILGATE. ADJUST THE CLAMPS SO THEY ARE EVENLY SPACED AND AS FAR APART AS POSSIBLE. EVERY TRUCK BED IS DIFFERENT AND YOU WILL NEED TO ADJUST THE CLAMPS SO THAT THEY ARE AT THE DEEPEST POINT IN THE BED AND THE RAILS SIT FLUSH.
- PLACE ONE RAIL CLAMP SPACER (SHOWN IN RED) ON THE END OF EACH CLAMP BOLT. TIGHTEN BOLTS SO THAT RACK IS SELF SUPPORTING. YOU WILL ADJUST THE LOCATION OF THE RACK IN A FUTURE STEP SO DO NOT OVER TIGHTEN.
- REPEAT STEPS FOR PASSENGER SIDE MAKING SURE THE "P" FACES TOWARD TAILGATE.



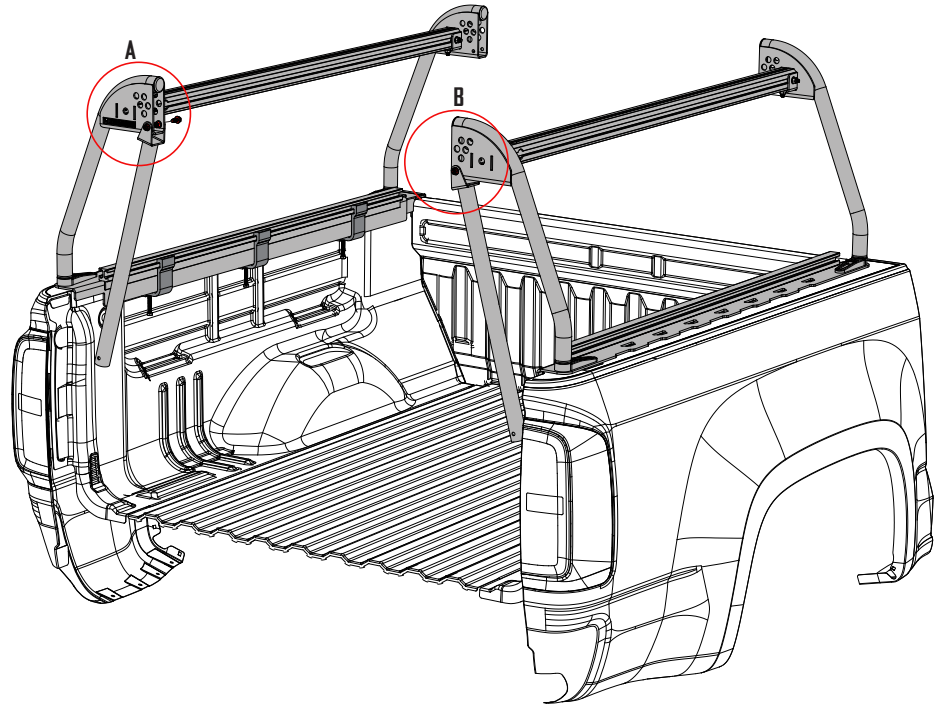
**SECTION VIEW - A**



**- NOTE: SOME TRUCK BEDS WILL ONLY ALLOW ROOM FOR TWO RAIL CLAMPS PER SIDE. THIS DOES NOT EFFECT THE PAYLOAD CAPACITY OF THE ACTIVE CARGO SYSTEM.**

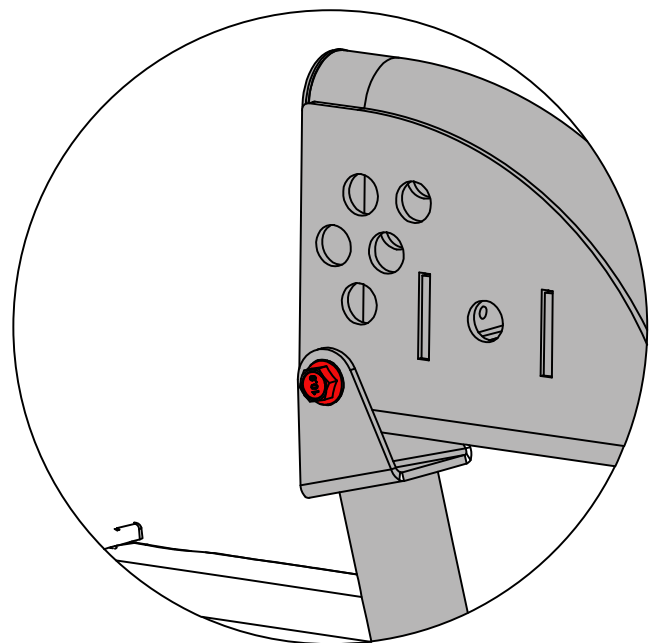
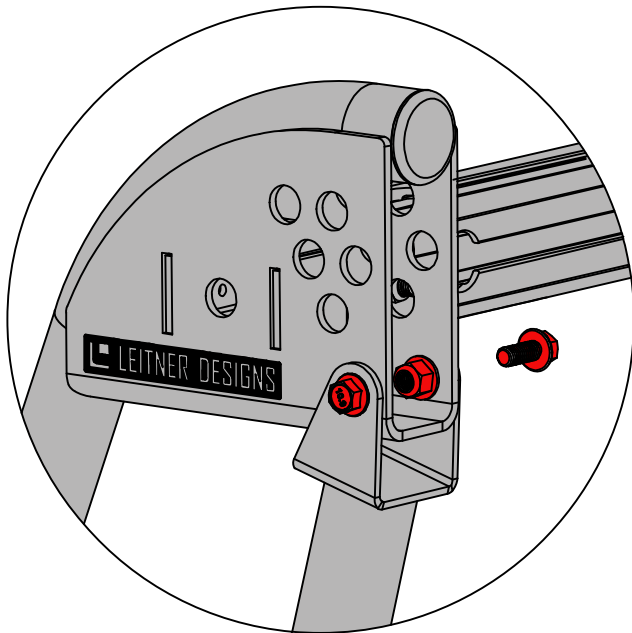
# ASSEMBLE: REAR UPRIGHT BRACES

- USING TWO M8 X 20 BOLTS AND TWO M8 LOCK NUTS ATTACH REAR UPRIGHT BRACES AS SHOWN TO BOTH PASSENGER AND DRIVERS SIDE.
- SNUG BOLTS DOWN SO THAT THE UPRIGHT BRACES CAN STILL BE MOVED WITH SOME FORCE.



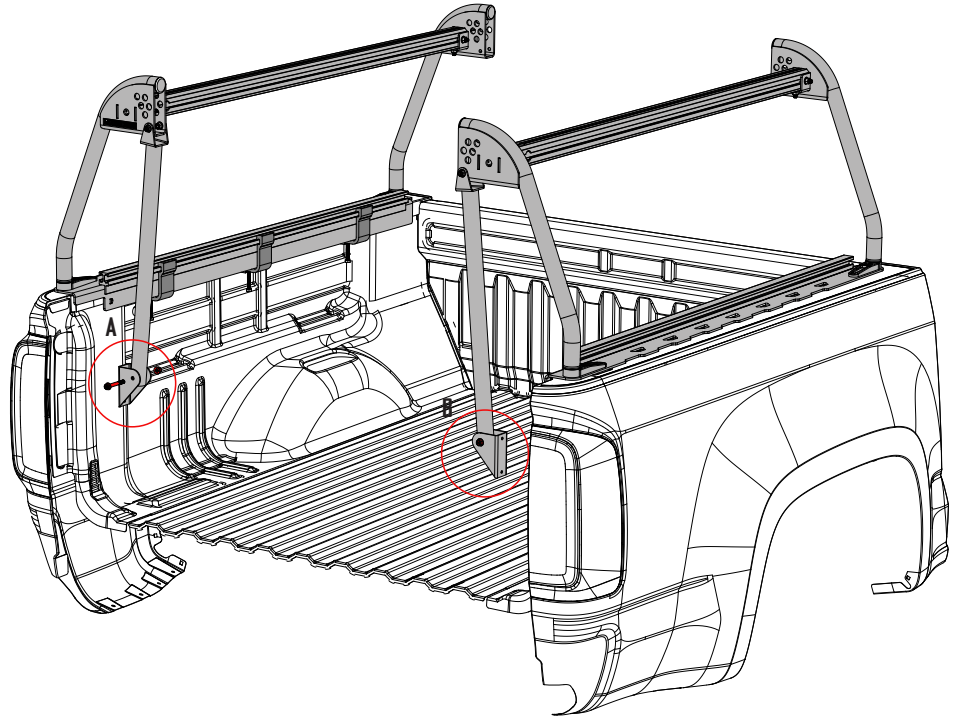
DETAIL - A

DETAIL - B



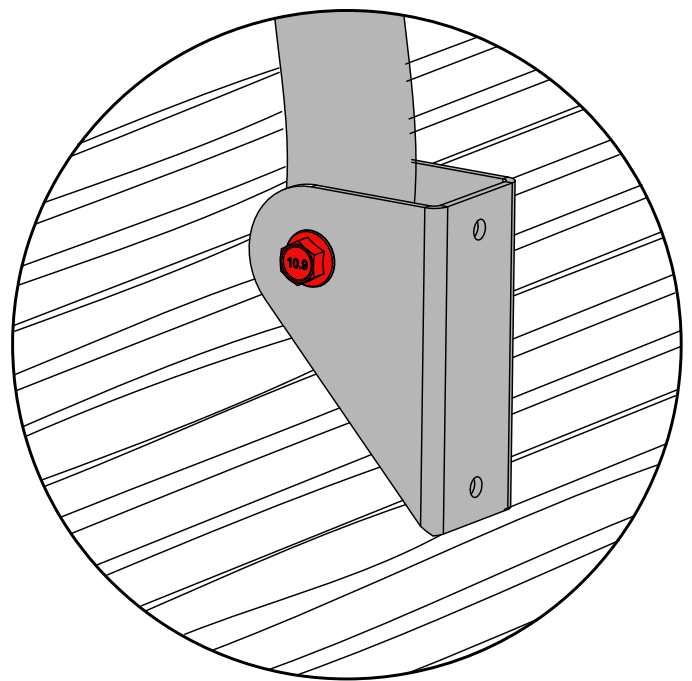
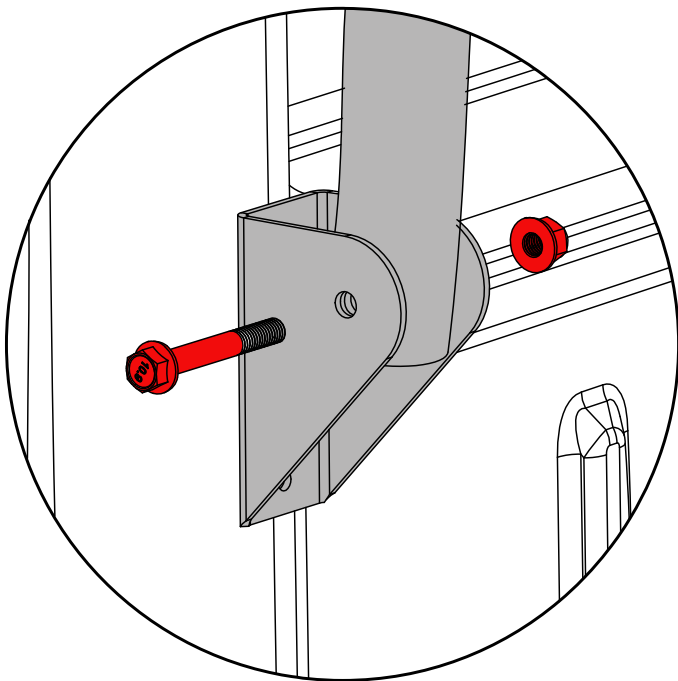
# ASSEMBLE: REAR UPRIGHT BRACE BRACKETS

• USING ONE M8 X 60 BOLTS AND ONE M8 LOCK NUTS ATTACH REAR UPRIGHT BRACE BRACKETS TO UPRIGHT BRACE AS SHOWN. REPEAT FOR OTHER SIDE. SNUG BOLTS SO THAT THE BRACKET CAN STILL BE MOVED WITH SOME FORCE. THIS WILL HELP HOLD THINGS IN PLACE FOR THE NEXT FEW STEPS.



DETAIL - A

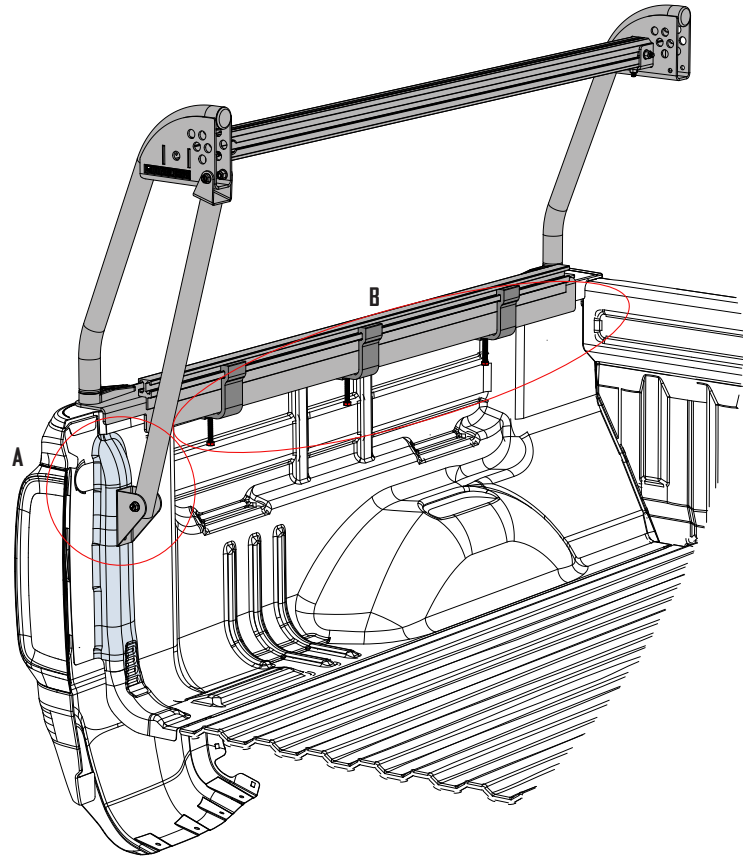
DETAIL - B



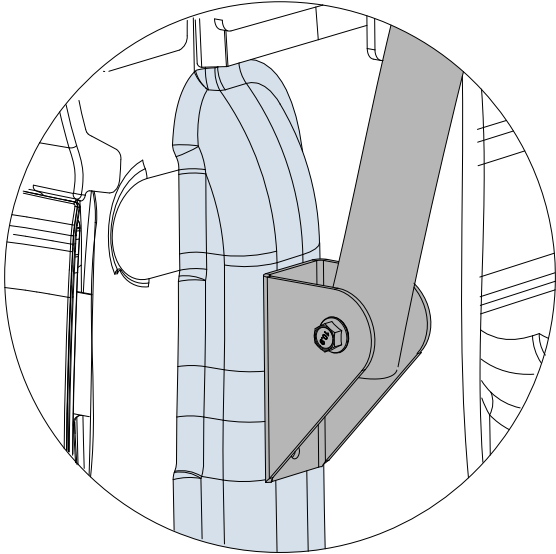
• NOTE: IT IS RECOMMENDED THE BOLT BE INSTALLED WITH THE HEX HEAD FACING THE TAILGATE

# ALIGN: PASSENGER AND DRIVERS SIDE ASSEMBLY

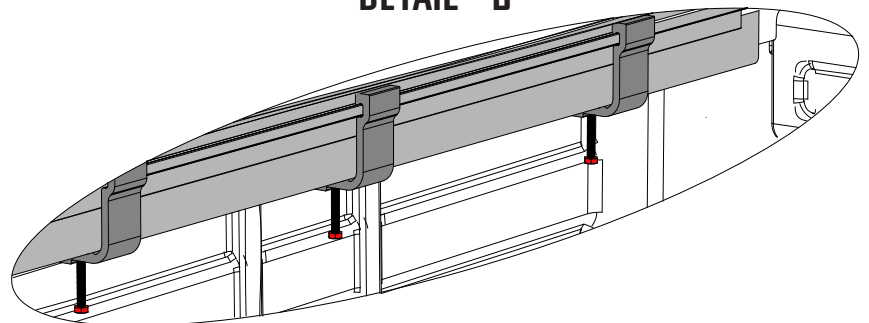
- SLIDE THE PASSENGER AND DRIVERS SIDE ASSEMBLY FORWARD OR BACKWARDS SO THAT THE TWO HOLES IN THE REAR UPRIGHT BRACE BRACKET ARE CENTERED IN THE REAR D-PILLAR.
- TIGHTEN ALL THE RAIL CLAMP BOLTS TO [10 FT-LB]



**DETAIL - A**



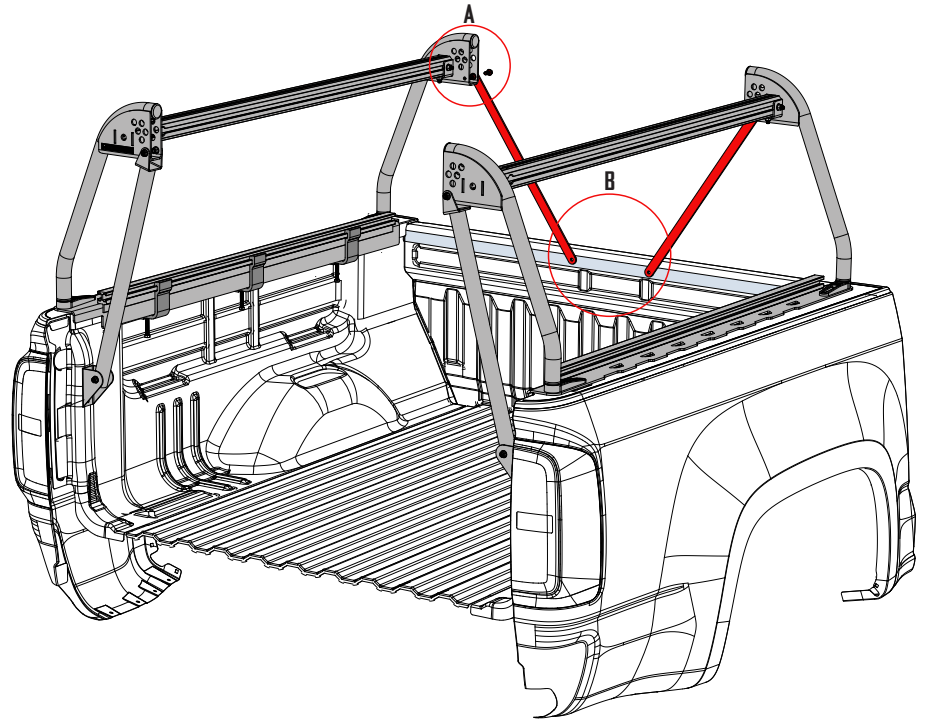
**DETAIL - B**



**- NOTE: CLOSE THE TAILGATE SO THAT YOU CAN VISUALLY INSPECT THAT THE TAILGATE DOES NOT HIT THE BOLT OR UPRIGHT BRACE BRACKET. IF IT DOES ADJUST ASSEMBLY FORWARDS ON THE TRUCK.**

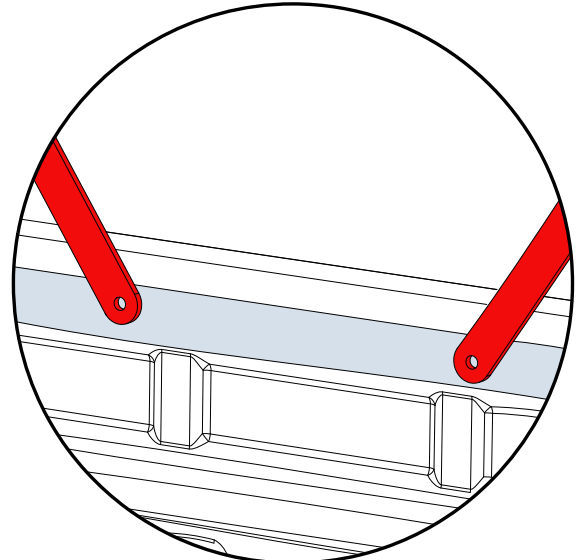
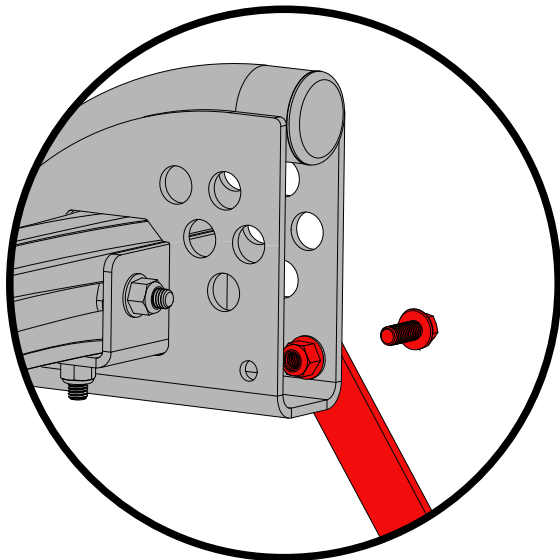
# ASSEMBLE: FRONT UPRIGHT BRACE

- USING ONE M8 X 20 BOLT AND ONE M8 LOCK NUTS ATTACH FRONT UPRIGHT BRACE TO FRONT UPRIGHT. REPEAT FOR OTHER SIDE. (DETAIL-A) SNUG BOLTS SO THAT THE BRACKET CAN STILL BE MOVED WITH SOME FORCE. THIS WILL HELP HOLD THINGS IN PLACE FOR THE NEXT FEW STEPS.
- TURN THE UPRIGHT BRACES SO THE HOLES IN THE END LINE UP WITH THE TOP FRONT BAR OF THE TRUCK BED (DETAIL-B)



DETAIL - A

DETAIL - B

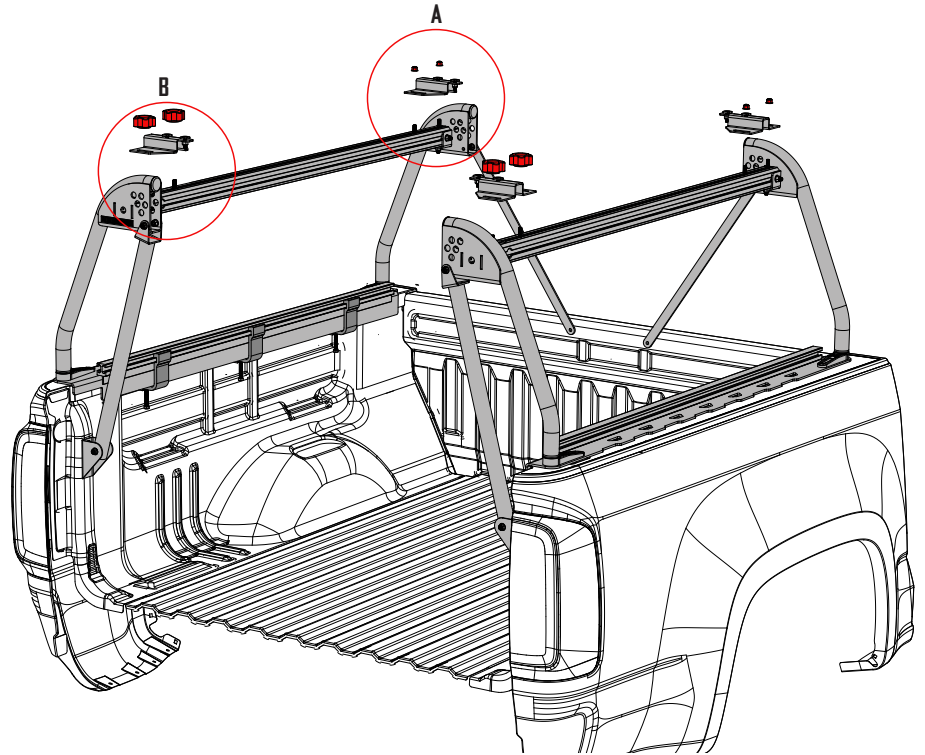


**- NOTE: ON MOST VEHICLES THE UPRIGHT BRACES WILL BE SEVERAL INCHES AWAY FROM THE FRONT OF THE TRUCK BED. THIS IS NORMAL AND THE BRACES ARE DESIGNED TO FLEX INTO PLACE DURING INSTALLATION.**

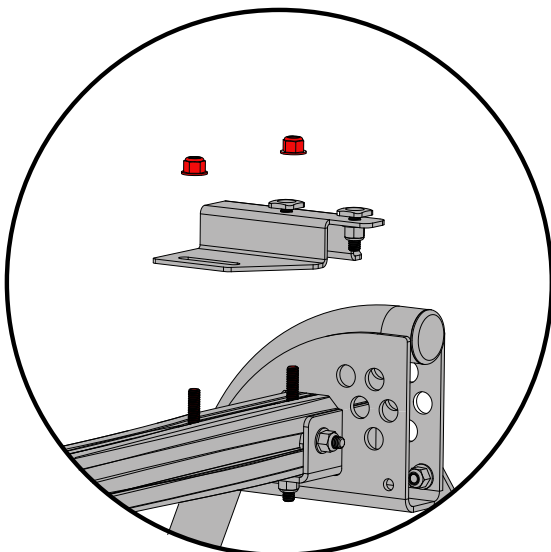


# ASSEMBLE: CROSS BAR BRACKETS

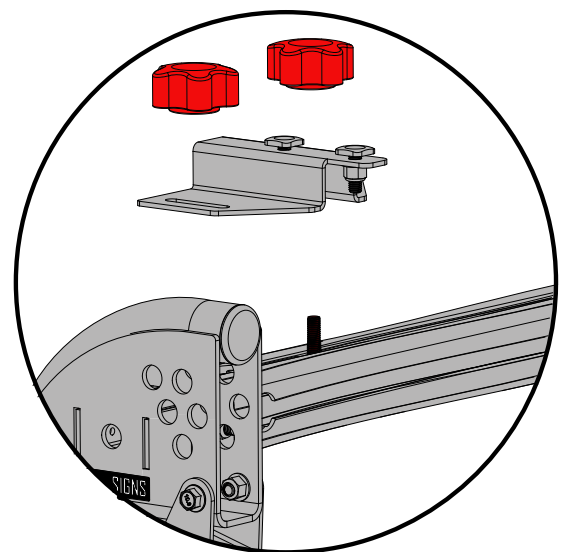
- SLIDE 4 T-BOLTS INTO EACH T-TRACK ON THE TOP OF THE RACK USING THE ACCESS HOLES TOWARD THE BACK OF THE TRUCK.
- USING TWO M8 LOCK NUTS PER SIDE, SECURE THE FRONT CROSS BAR BRACKET AS FAR FORWARD AS POSSIBLE. [DETAIL -A] **NOTE: PUSHING THE FLAT EDGE OF THE CROSS BAR BRACKET AGAINST THE UPRIGHT WILL INSURE THAT THEY ARE PARALLEL**
- USING 2 RUBBER KNOBS PER SIDE, SECURE THE REAR CROSS BAR BRACKET AS FAR REARWARD AS POSSIBLE. [DETAIL - B]



DETAIL - A

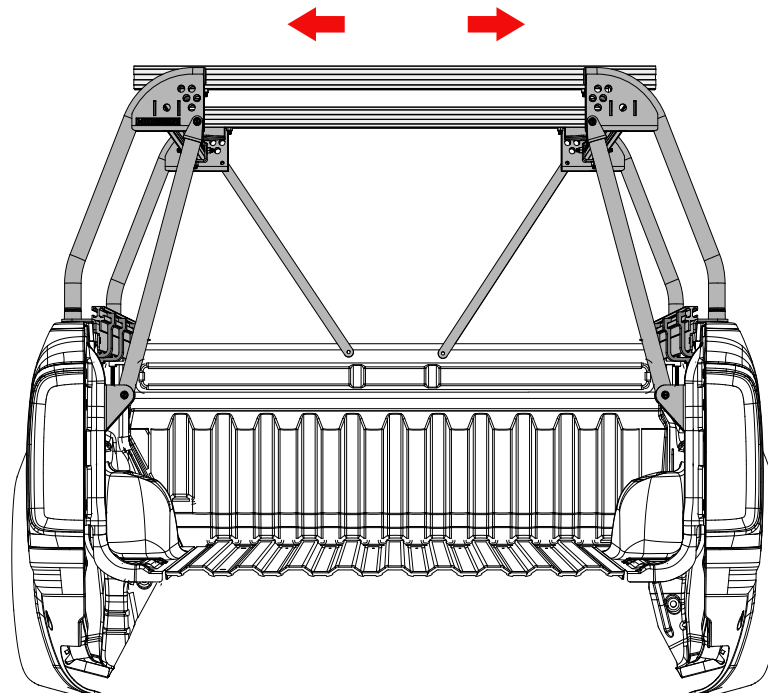
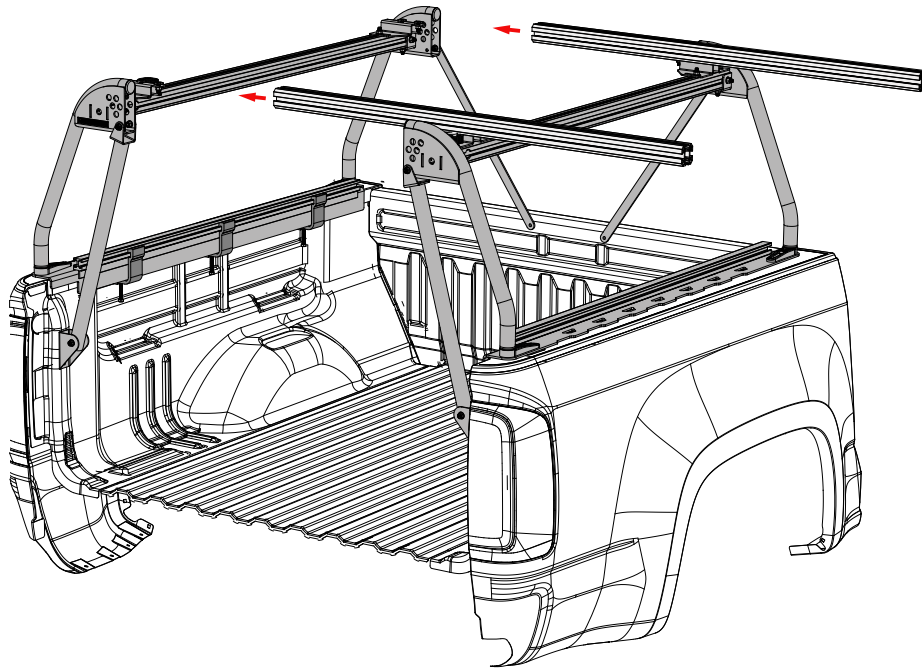


DETAIL - B



# ASSEMBLE: CROSS BARS TO BRACKETS

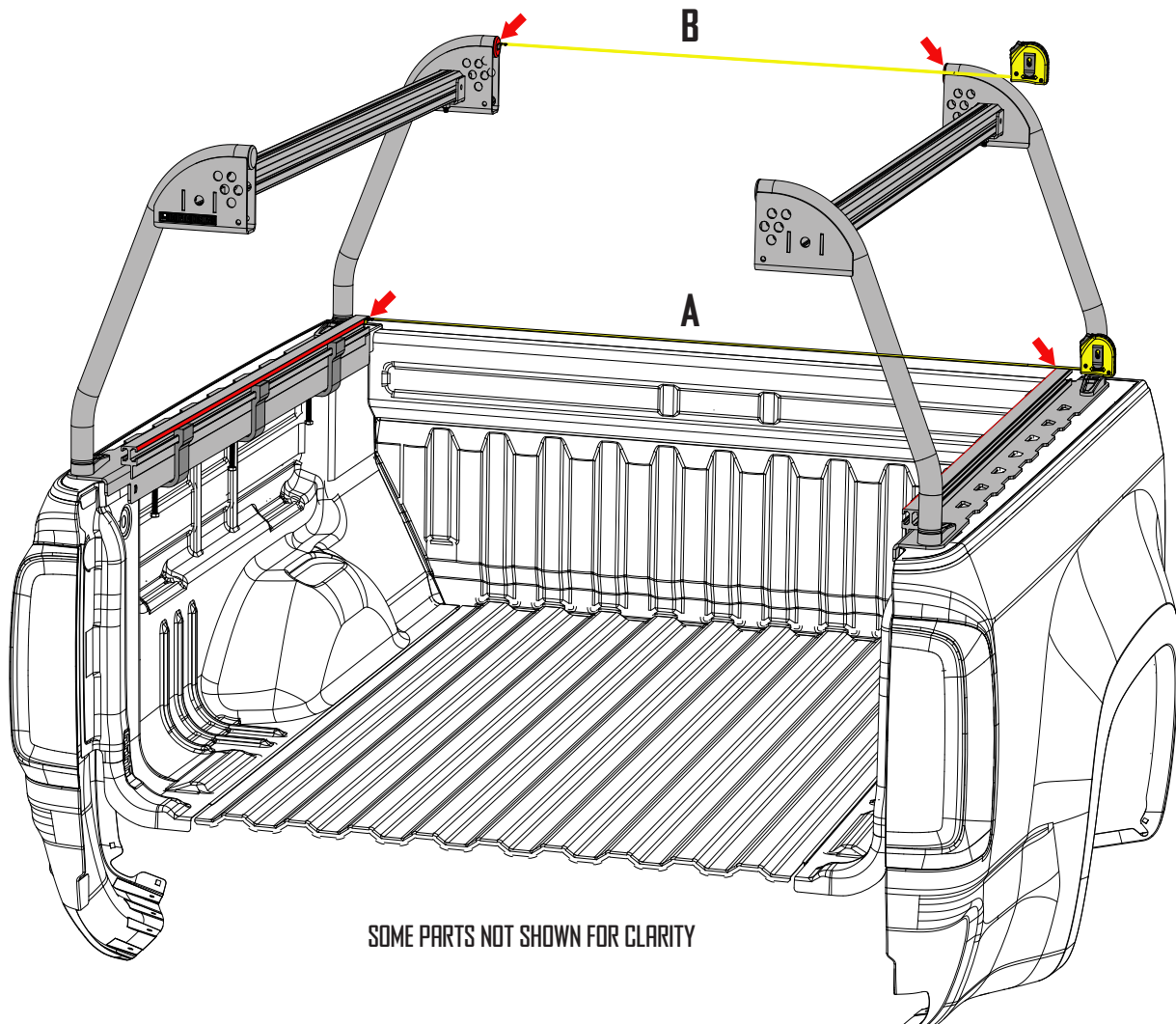
• SLIDE THE SILVER CROSS BARS ONTO THE T-BOLTS IN THE CROSS BAR BRACKETS AND CENTER THEM ON THE RACK. **NOTE: DO NOT TIGHTEN THE T-BOLTS SECURING THE CROSS BARS AT THIS TIME.**



# MEASURE: WIDTH OF TRUCK BED-FRONT

• TO PROPERLY ALIGN THE ACTIVE CARGO SYSTEM YOU WILL NEED TO TAKE A FEW MEASUREMENTS BEFORE TIGHTENING THE T-BOLTS ON THE CROSS BARS.

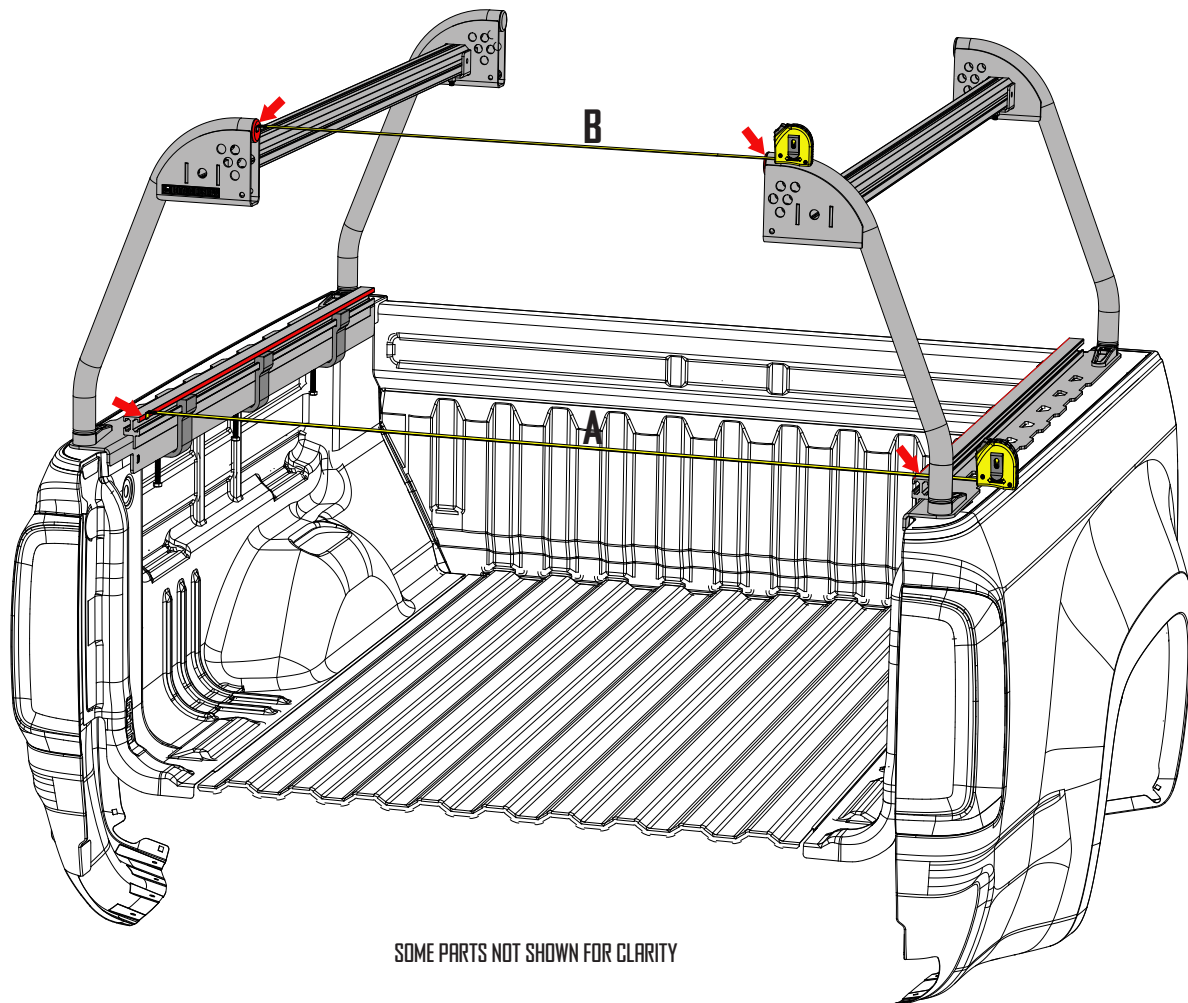
• USING A TAPE MEASURE TAKE THE DIMENSION BETWEEN THE INSIDE T-SLOT RAILS ON THE PASSENGER AND DRIVERS SIDE LOWER RAILS AS FAR FORWARD ON THE RACK AS POSSIBLE. [A] SUBTRACT 18.75" FROM THIS MEASUREMENT. THIS WILL GIVE YOU THE DESIRED WIDTH BETWEEN THE PLASTIC END CAPS ON THE FRONT UPRIGHTS [B]. TIGHTEN THE FOUR T-BOLTS ON THE UNDERSIDE OF THE CROSS BARS.



• NOTE: MOST JAPANESE TRUCKS WILL BE CLOSE TO SQUARE FRONT TO BACK WHILE DOMESTIC PICKUP TRUCKS CAN BE AS MUCH AS 3" WIDER IN THE FRONT THEN IN THE BACK OF THE PICKUP BOX

# MEASURE: WIDTH OF TRUCK BED-REAR

• USING A TAPE MEASURE TAKE THE DIMENSION BETWEEN THE INSIDE T-SLOT RAILS ON THE PASSENGER AND DRIVERS SIDE LOWER RAILS AS FAR BACK TOWARD THE TAILGATE ON THE RACK AS POSSIBLE. **[A]** SUBTRACT 18.75" FROM THIS MEASUREMENT. THIS WILL GIVE YOU THE DESIRED WIDTH BETWEEN THE PLASTIC END CAPS ON THE REAR UPRIGHTS **[B]**. TIGHTEN THE FOUR T-BOLTS ON THE UNDERSIDE OF THE CROSS BARS.



• NOTE: MOST JAPANESE TRUCKS WILL BE CLOSE TO SQUARE FRONT TO BACK WHILE DOMESTIC PICKUP TRUCKS CAN BE AS MUCH AS 3" WIDER IN THE FRONT THEN IN THE BACK OF THE PICKUP BOX

# DRILL: SUPPORT BRACKET HOLES

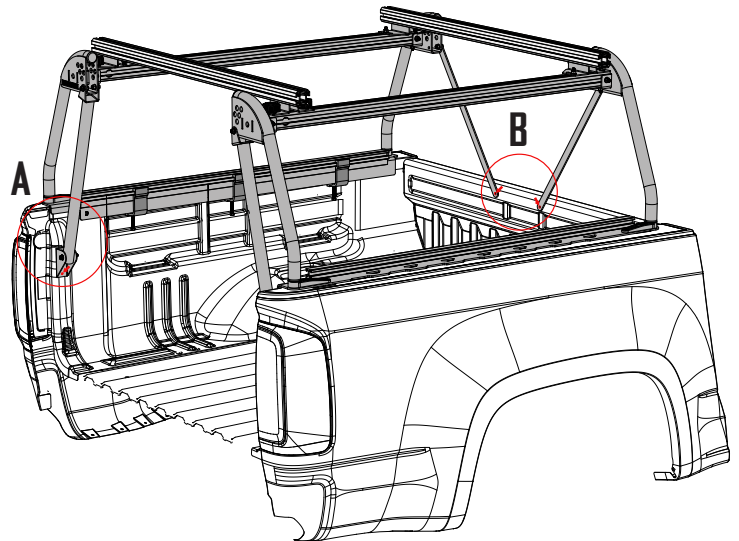
• IF YOU HAVE FOLLOWED ALL THE STEPS SO FAR AND THE RACK IS SQUARE ON THE TRUCK, IT IS TIME TO DRILL THE HOLES THAT WILL SECURE THE FRONT AND REAR UPRIGHT BRACES TO THE VEHICLE.

• USING A CENTER PUNCH MARK THE LOCATION OF THE LOWER REAR UPRIGHT BRACE BRACKET ON BOTH SIDES OF THE TRUCK. (DETAIL - A)

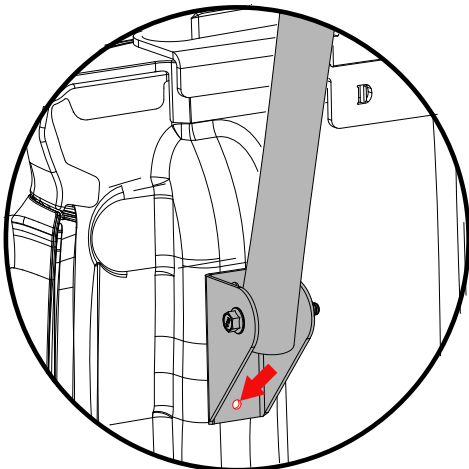
• ALSO MARK THE LOCATION OF THE FRONT UPRIGHT BRACES ENSURING THEY ARE SYMMETRICAL PLACED ON THE FRONT TOP BAR OF THE TRUCK BED. (DETAIL - B)

• NOTE :ALTERNATIVELY YOU CAN USE THE HOLE IN THE BRACKET AS A GUIDE AND DRILL A PILOT HOLE WITH A 1/4" BIT.

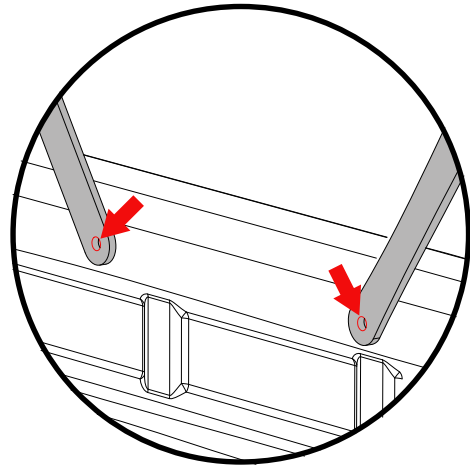
• NOW ROTATE THE SUPPORTS OUT OF THE WAY AND FINISH DRILL THE HOLES WITH THE **INCLUDED 25/64TH DRILL**.



**DETAIL - A**

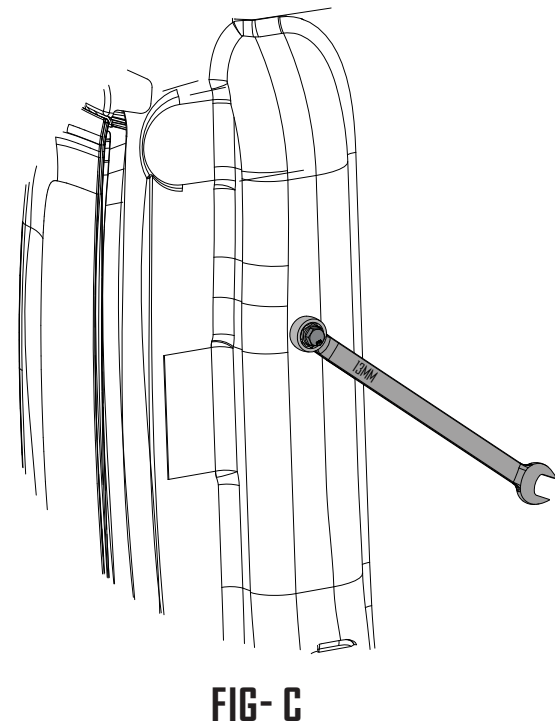
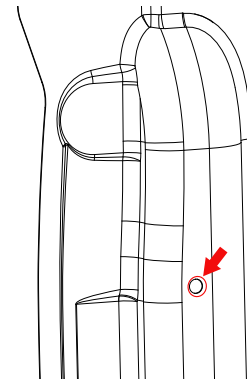
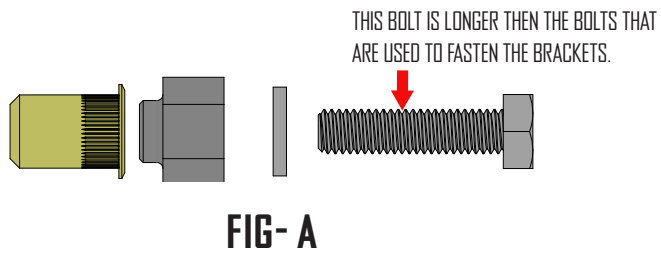


**DETAIL - B**



# INSTALL: THREADED INSERTS (RIVET NUTS)

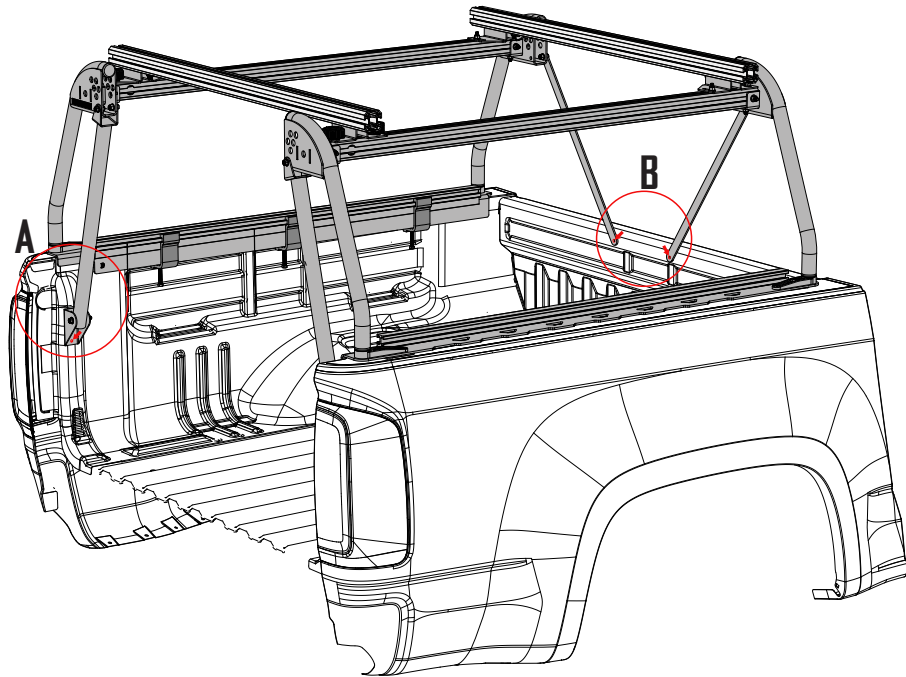
- IN THE NEXT FEW STEPS YOU WILL BE INSTALLING SIX RIVET NUTS. WE HAVE PROVIDED TWO EXTRA IN CASE YOU MAKE A MISTAKE.
- ENSURE THAT YOUR RIVET NUT SETTING TOOL IS PROPERLY ASSEMBLED USING THE SUPPLIED M6 X 25 BOLT AND WASHER. (FIG - A)
- INSERT THE RIVET NUT WITH INSTALL TOOL INTO THE HOLES YOU DRILLED PREVIOUSLY. USING A 13MM WRENCH HOLD THE TOOL FROM ROTATING. TIGHTEN THE BOLT UNTIL IT STOPS TURNING. (FIG - C) YOU CAN USE A 1/4" ELECTRIC IMPACT FOR THIS BUT BE CAREFUL NOT TO STRIP THE THREADS.
- **NOTE: AFTER SETTING THE RIVET NUT YOU WILL NEED TO TAP THE INSTALL TOOL WITH A HAMMER TO BREAK IT FREE.**



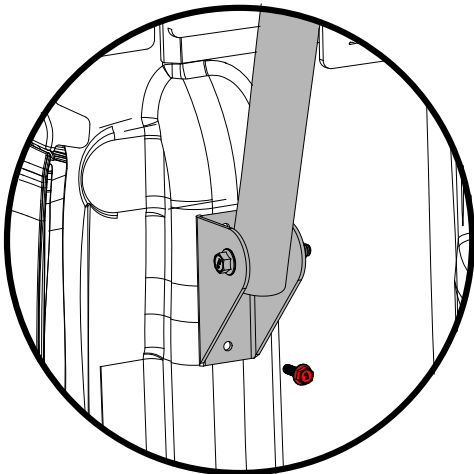
• **NOTE: IF YOUR TRUCK HAS A SPRAYED IN BED LINER YOU WILL NEED TO REMOVE THE MATERIAL AROUND THE DRILLED HOLE AT A 45 BEVEL SO THAT THE HEAD OF THE RIVET WILL SIT FLUSH AGAINST THE SHEET METAL OF THE TRUCK. A SHARP KNIFE WORKS GREAT FOR THIS. (FIG - B)**

# INSTALL: SUPPORT BRACKET BOLTS

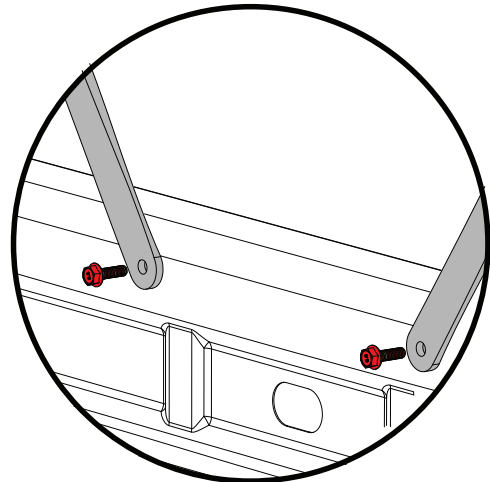
- USING THE M6 X 20 BOLTS FASTEN THE REAR UPRIGHT SUPPORTS.
- USING THE M6 X 20 BOLTS FASTEN THE TWO FRONT UPRIGHT SUPPORTS.



**DETAIL - A**

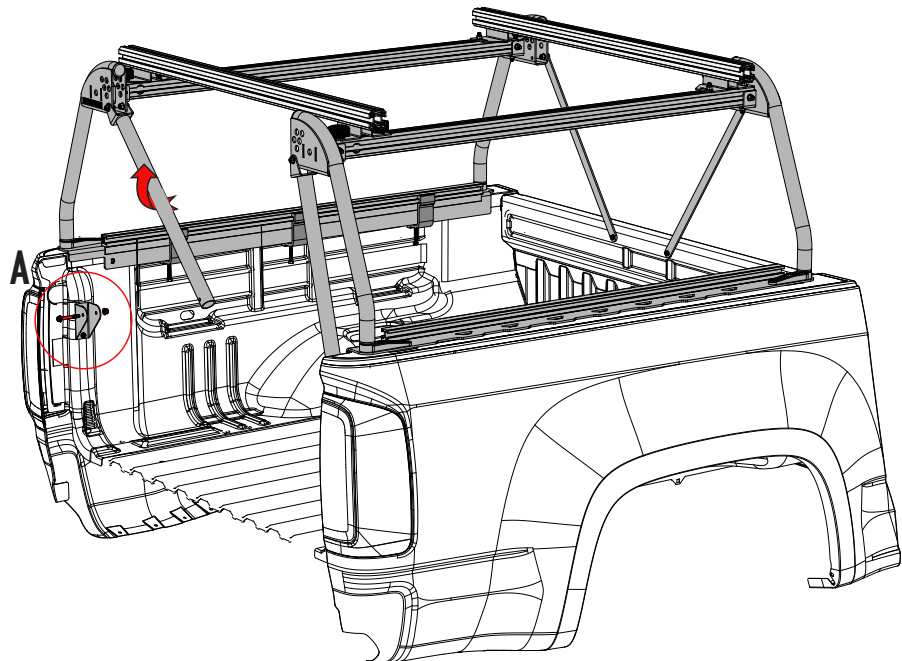


**DETAIL - B**

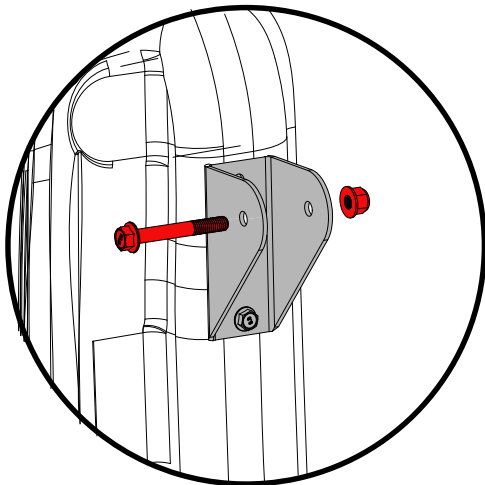


# DRILL: UPPER REAR SUPPORT BRACKET HOLE.

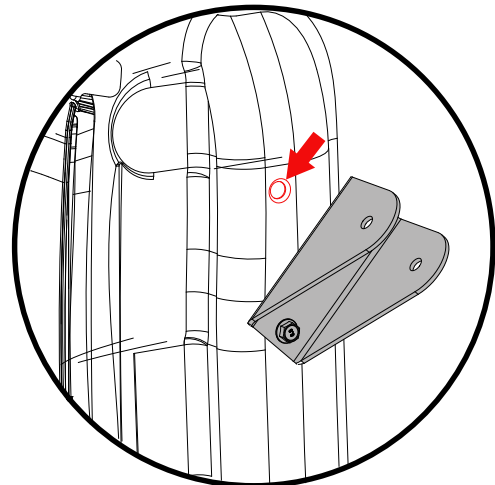
- REMOVE THE M8 X 60 BOLT SECURING THE REAR UPRIGHT BRACE TO THE UPRIGHT BRACE BRACKET. **[DETAIL - A]**
- SWING THE BRACE OUT OF THE WAY TO REVEAL THE UPPER HOLE. **NOTE: MAKE SURE THE BRACKET DOES NOT MOVE.**
- CENTER PUNCH THE UPPER HOLE. TWIST THE SUPPORT BRACKET AROUND THE LOWER BOLT TO GAIN ACCESS FOR DRILLING THE 25/64TH HOLE. **[DETAIL - B]**
- INSTALL RIVET NUT AS IN PREVIOUS STEPS.
- USING THE M6 X 20 BOLTS FASTEN THE REAR UPRIGHT SUPPORT BRACKET
- SWING BRACE BACK INTO PLACE AND REINSTALL M8 X 60 BOLT.



**DETAIL - A**



**DETAIL - B**



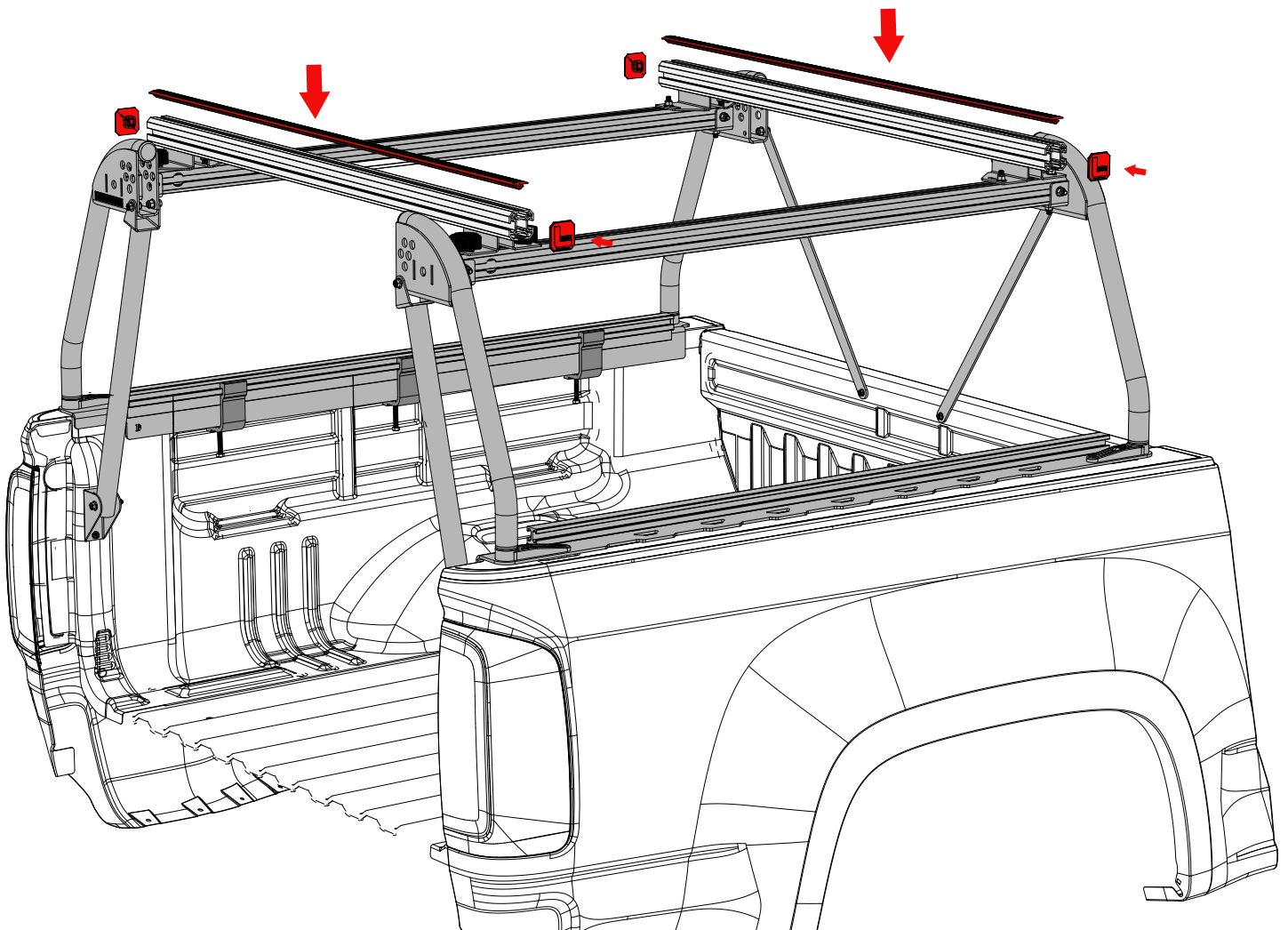


## FINISH: INSTALL END CAPS AND RUBBER TREAD STRIP

• INSTALL THE RUBBER TREAD STRIP INTO THE UPPER CROSS BAR CHANNEL BY PUSHING IT INTO THE T-SLOT WITH THE PALM OF YOUR HAND. NOTE: SOME TRIMMING OF THE RUBBER TREAD STRIP MIGHT BE NECESSARY.

• INSTALL THE FOUR END CAPS INTO THE ENDS OF THE CROSS BARS.

**CHECK ALL FASTENERS INSTALLED IN PREVIOUS STEPS TO ENSURE THEY ARE PROPERLY TIGHTENED**



# USE GUIDELINES

WHEN USING LEITNER DESIGNS CARRIERS AND ACCESSORIES, THE USER MUST UNDERSTAND THE PRECAUTIONS. THE POINTS LISTED BELOW WILL ASSIST YOU IN USING THE RACK SYSTEM AND WILL ENCOURAGE SAFETY.

-FOR QUALITY FITS AND SAFETY, USE ONLY THE RECOMMENDED RACK OR ACCESSORIES. DO NOT ASSUME A RACK WILL FIT, ALWAYS CHECK THE CURRENT FIT GUIDE WHEN OBTAINING A NEW VEHICLE.

-THE MAXIMUM LOAD IS NOT TO BE EXCEEDED. (250# OFF ROAD – 500# ON ROAD). HOWEVER, THIS LIMIT IS ALWAYS SUBORDINATE TO THE MAXIMUM LOAD RECOMMENDED BY THE MANUFACTURER OF THE VEHICLE ITSELF. IT IS ALWAYS THE LOWER MAXIMUM RECOMMENDED LOAD THAT APPLIES.  $\text{MAX TRUCK LOAD} = \text{LOAD CARRIER WEIGHT} + \text{ANY FITTED CARRIER ACCESSORIES} + \text{THE WEIGHT OF THE LOAD ITSELF}$ .

**-HIGH SPEED OFF ROAD DRIVING EVEN WITH A LIGHT LOAD CAN CAUSE DAMAGE TO THE RACK, ACCESSORIES AND VEHICLE BODY. DAMAGE CAUSED BY HIGH SPEED DRIVING AND ABUSE IS NOT COVERED UNDER WARRANTY.**

-MAKE SURE ALL KNOBS, BOLTS, SCREWS, STRAPS, AND LOCKS ARE FIRMLY ATTACHED, TIGHTENED AND LOCKED BEFORE EVERY TRIP. KNOBS, BOLTS, SCREWS, STRAPS AND LOCKS MUST BE PERIODICALLY INSPECTED FOR SIGNS OF WEAR, CORROSION, AND FATIGUE. CHECK YOUR LOAD AT STOPS DURING THE TRIP TO ENSURE CONTINUED FASTENING SECURITY.

-CHECK LOCAL AND STATE LAWS GOVERNING PROJECTION OF OBJECTS BEYOND THE PERIMETER OF A VEHICLE. BE AWARE OF THE WIDTH AND HEIGHT OF YOUR CARGO SINCE LOW CLEARANCE BRANCHES, BRIDGES, AND PARKING GARAGES CAN AFFECT THE LOAD. ALL CARGO WILL AFFECT THE VEHICLE'S DRIVING BEHAVIOR. NEVER DRIVE WITH ANY LOCK, KNOB OR RACK IN AN OPEN OR UNLOCKED POSITION. ALL LONG LOADS SUCH AS, BUT NOT LIMITED TO, SAILBOARDS, SURFBOARDS, KAYAKS, CANOES, AND LUMBER MUST BE TIED DOWN FRONT AND REAR TO THE BUMPERS OR TOW HOOKS OF THE VEHICLE.

-ALL LOCKS MUST BE TURNED AND MOVED PERIODICALLY TO ENSURE SMOOTH OPERATION. USE GRAPHITE OR DRY LUBRICANT TO HELP THIS. LEITNER DESIGNS LOCKS ARE DESIGNED TO DETER VANDALISM AND THEFT BUT SHOULD NOT BE CONSIDERED THEFT PROOF. REMOVE VALUABLE GEAR IF YOUR VEHICLE IS UNATTENDED FOR AN EXTENDED PERIOD. PLACE AT LEAST ONE KEY IN THE GLOVE COMPARTMENT.

-FOR SAFETY TO YOUR VEHICLE AND RACK SYSTEM, OBEY ALL POSTED SPEED LIMITS AND TRAFFIC CAUTIONS. ADAPT YOUR SPEED TO THE CONDITIONS OF THE ROAD AND THE LOAD BEING CARRIED.

-DO NOT USE LEITNER DESIGNS LOAD CARRIERS AND ACCESSORIES FOR PURPOSES OTHER THAN THOSE FOR WHICH THEY WERE DESIGNED. DO NOT EXCEED THEIR CARRYING CAPACITY. FAILURE TO FOLLOW THESE GUIDELINES OR THE PRODUCT'S INSTRUCTIONS WILL VOID THE WARRANTY.

# WARRANTY

LEITNER DESIGNS WARRANTS PRODUCT TO BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP, FOR TERMS SPECIFIED BELOW, PROVIDED THERE HAS BEEN NORMAL USE AND PROPER MAINTENANCE. ALL REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE REPAIR OR REPLACEMENT OF ANY ITEM FOUND BY THE FACTORY TO BE DEFECTIVE WITHIN THE TIME PERIOD SPECIFIED. IF YOU HAVE A WARRANTY CLAIM, FIRST YOU MUST CALL OUR FACTORY AT THE NUMBER BELOW FOR INSTRUCTIONS. YOU MUST RETAIN PROOF OF PURCHASE AND SUBMIT A COPY WITH ANY ITEMS RETURNED FOR WARRANTY WORK. UPON COMPLETION OF WARRANTY WORK, IF ANY, WE WILL RETURN THE REPAIRED OR REPLACED ITEM OR ITEMS TO YOU FREIGHT PREPAID. DAMAGE TO OUR PRODUCTS CAUSED BY ACCIDENTS, FIRE, VANDALISM, NEGLIGENCE, MIS-INSTALLATION, MISUSE, ACTS OF GOD, OR BY DEFECTIVE PARTS NOT MANUFACTURED BY US, IS NOT COVERED UNDER THIS WARRANTY.

THE WARRANTY TIME PERIOD IS AS FOLLOWS: (2) TWO YEARS FROM DATE OF PURCHASE.

**HIGH SPEED OFF ROAD DRIVING EVEN WITH A LIGHT LOAD CAN CAUSE DAMAGE TO THE RACK, ACCESSORIES AND VEHICLE BODY. DAMAGE CAUSED BY HIGH SPEED OFF ROAD DRIVING AND ABUSE IS NOT COVERED UNDER WARRANTY.**

ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND/OR FITNESS FOR A PARTICULAR PURPOSE CREATED HEREBY ARE LIMITED IN DURATION TO THE SAME DURATION AND SCOPE AS THE EXPRESS WRITTEN WARRANTY. OUR COMPANY SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGE.

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, OR THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS THAT VARY FROM STATE TO STATE.

FOR WARRANTY ISSUES WITH THIS PRODUCT PLEASE CALL LEITNER DESIGNS CUSTOMER SERVICE **949-395-3049** OR EMAIL US AT **[SALES@LEITNERDESIGNS.COM](mailto:SALES@LEITNERDESIGNS.COM)**