

**IMPORTANT - READ BEFORE USE**

Please ensure that the system is fitted in accordance with the fitting instructions. It is important that you observe all outlined below.



Your REX Kit should contain:

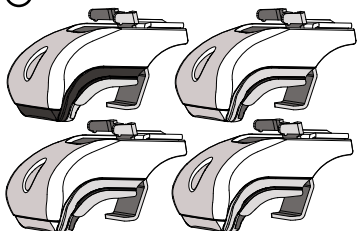
1. 2 x Cross Bars, Buffer Strips and Undercover Strips
2. 4 x End Supports Assemblies
3. 4 x REX End Caps
4. 4 x Lock Barrels & Keys
5. 1 x Security Key

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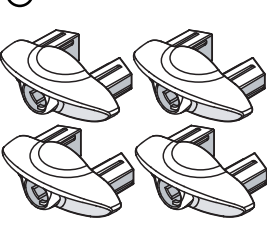


KIT COMPONENTS

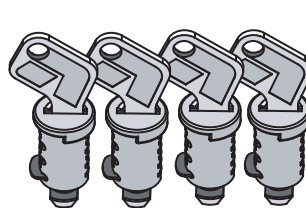
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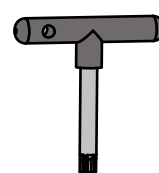
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④



⑤



You will also require the following tools: Cutting Blade, Lead Pencil, Steel Rule, Measuring Tape

**ASSEMBLY OF CROSS BARS**

Please check your Roof Rack Box to ensure you have received all components. Read these instructions thoroughly before commencing installation. (Please contact your dealer if your KIT is incomplete)

1. Ensure that the Rail Bars are clean, free from dust and grease.
2. Pre-assemble the End Supports Assemblies into the Cross Bars. Take care to avoid your hand coming into contact with any sharp edges. Remove all REX End Caps from Cross Bars to allow access for assembly of parts.
3. Slide the End Support Assembly along to the desired position approximating its fixed position on the vehicle's rails (Fig. 1). The Strap is to be held extended to allow the End Support Assembly to be located onto the Rail Bars (Fig. 2).
4. Place the Cross Bars the vehicle rail at the desired locations (Fig. 3). The Cross Bars should be located 700mm apart (Fig. 5). Mark out the End Support Assembly bedding position on the Rail Bars and the corresponding position on the Cross Bar (Fig. 4). This marked position will indicate the required cut length of the Undercover Strip (A) (Also refer to Fig. 7).
5. Remove Cross Bars from the vehicle.

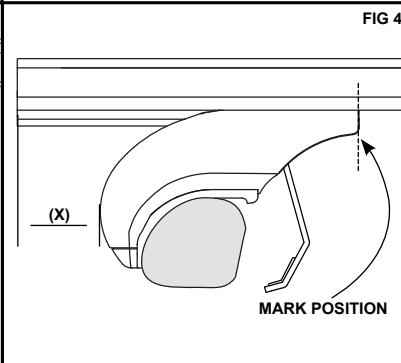
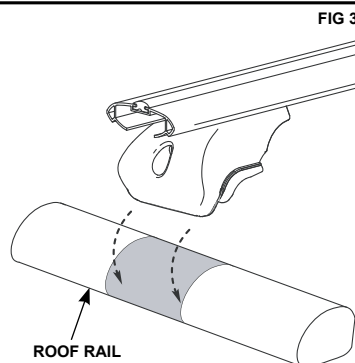
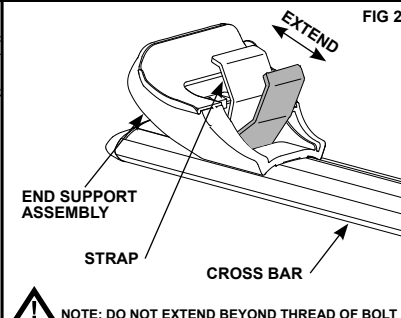
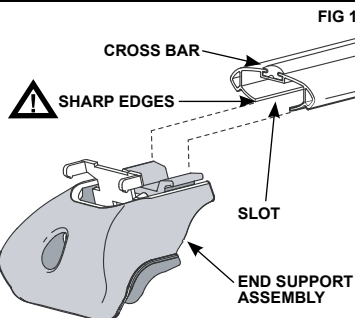
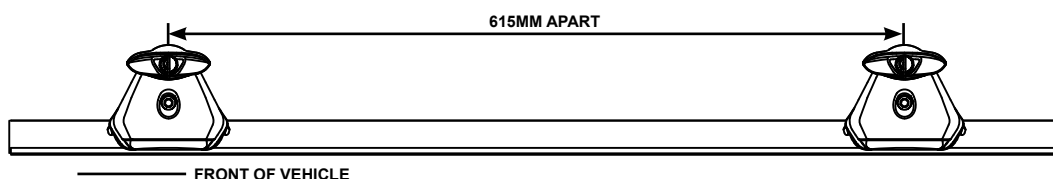


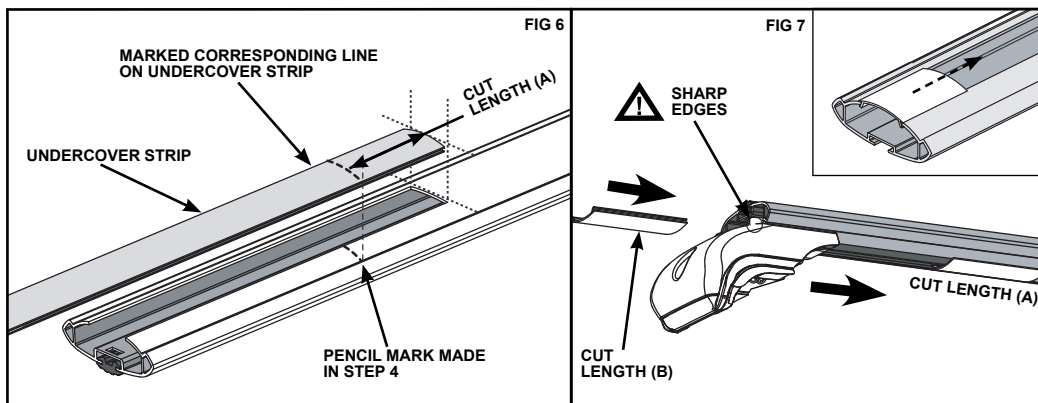
FIG 5



FITTING INSTRUCTIONS

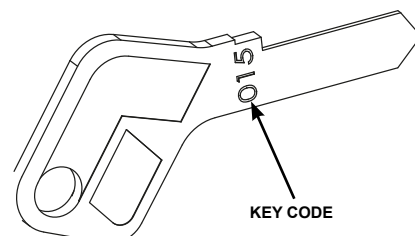
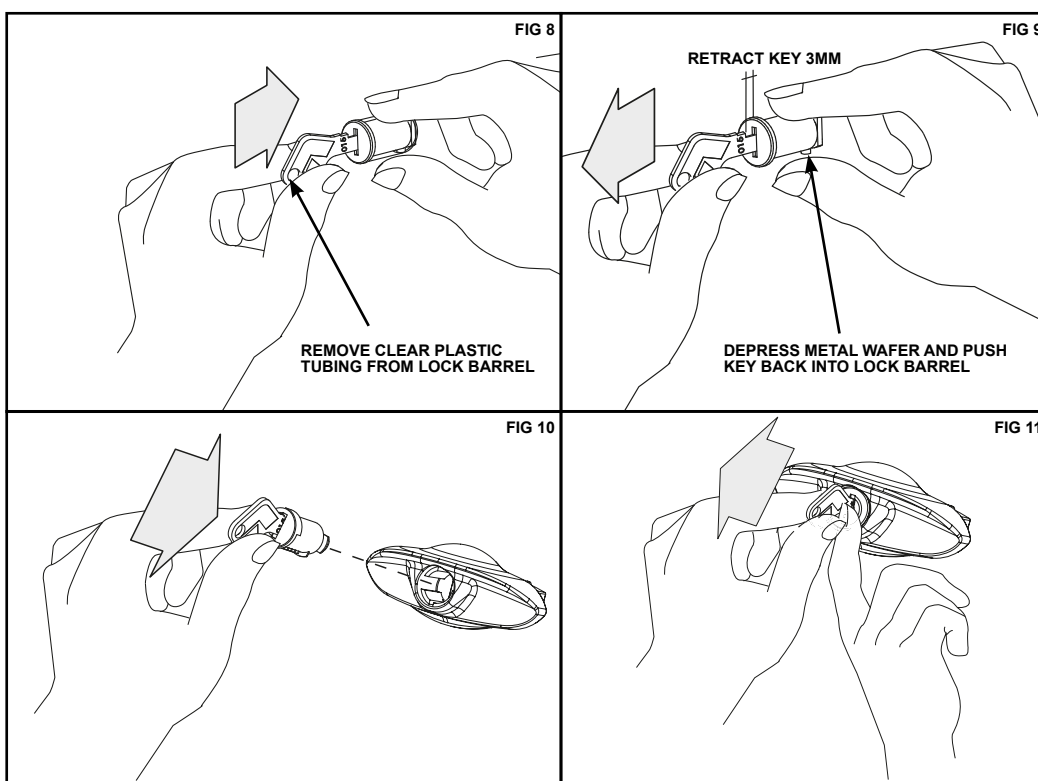
## PREPARING UNDERCOVER STRIPS

6. With the Cross Bars removed, line up the undercover strip with the cut-out on the Cross Bar. Ensuring the 'Undercover Strip edge' and the 'Cross Bar cut-out edge' are aligned, mark the Undercover Strip with a line that corresponds to the line you marked on the Cross Bar, as instructed in Step 4 of page 1.
7. Using a Steel Rule and a Cutting Blade, score a straight line and snap off this piece from the length of Undercover Strip. This becomes Cut Length (A) as shown in (Fig. 6). Slide Cut Length (A) as far in as possible. Do this for all four (A) Undercover Strips.
8. Insert all four End Supports Assemblies and using the remaining Undercover Strip, insert into the remainder of the Cross Bar cut-out till fully covered. Cut to edge of Cross Bar for all four (B) Undercover Strips as shown in (Fig. 7).



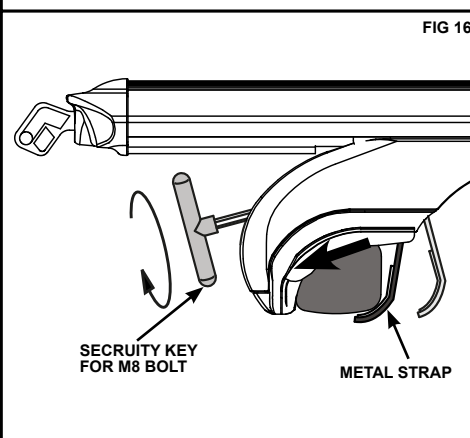
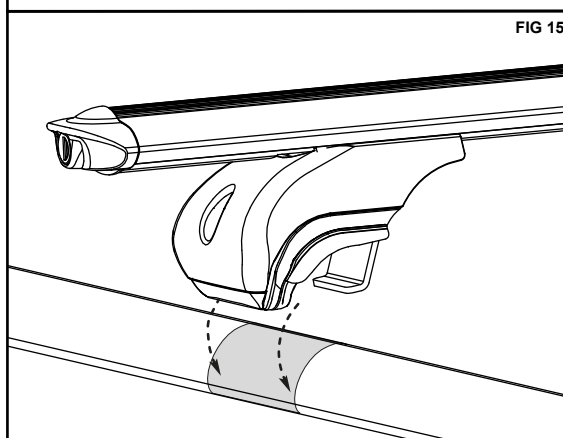
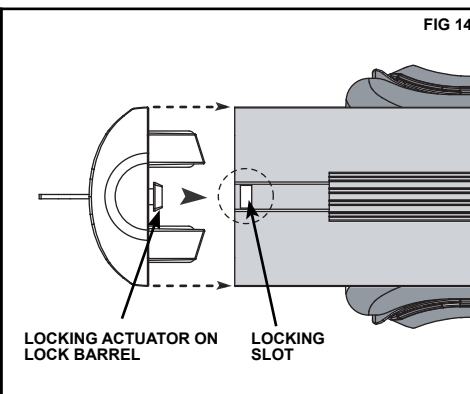
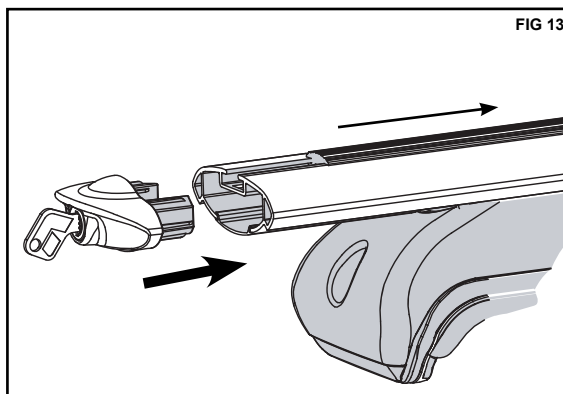
## INSTALLING LOCK BARRELS AND KEYS

9. Fully insert the key into the Lock Barrel and remove the clear plastic tubing covering the Lock Barrel (Fig. 8).
10. Pull the Key back out of the Lock Barrel approximately 3mm. With the Key in this position, depress the last large metal wafer before fully re-inserting the Key.
11. You may now release your finger from the metal wafer (Fig. 9). Ensure that all the metal wafers are now contained within the cylinder of the Lock Barrel.
12. Using your thumb and forefinger, insert the Key and Lock Barrel assembly into the lock cavity until the Lock Barrel is fully inserted (Fig. 10).
13. Place your finger against the face of the Lock Barrel (to prevent it from being pulled out of the lock cavity), then remove the key with your other hand. If the key cannot be pulled out, then rotate the Lock slightly (with Key) and pull on the Key GENTLY until the Key can be removed (Fig. 11).
14. Leave unlocked for assembly. Repeat this process for the remaining Lock Barrels.
15. Record Key code numbers so replacement Keys can be supplied in case they are misplaced.



## CROSS BAR FITMENT TO VEHICLE

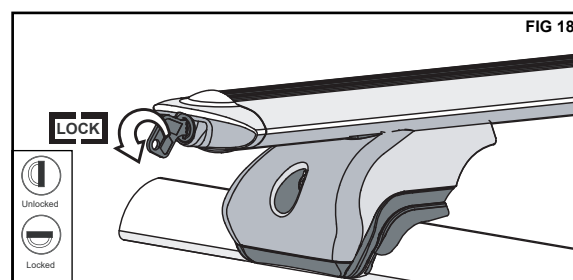
16. Pull back the Buffer Strip to allow access to the end of the Cross Bar. Insert Endcap into the Cross Bar by locating the two 'feet' of the REX End Cap into the void inside the Cross Bar (Fig. 13).
17. Push through until the REX End Cap edge comes to rest against the edge of the Cross Bar. This is important as the Locking Actuator inside the REX End Cap has to locate within the Locking slot on the end of the Cross Bar (Fig. 14).
18. Place the assembled Roof Racks back onto the vehicle's rails in the same position as initially determined (Fig. 15). Ensure that both bars are parallel and square to the front and rear axis of the vehicle and that the metal straps have located correctly against the rails. (Fig. 16)
19. Using the Security Key provided, proceed to tighten the bolts whilst alternating sides to ensure even tension is achieved across the bars (Fig. 17).



To ensure robust attachment, turn screw through 4-5 full revolutions after achieving a snug condition between the End Support Assembly & Inner Strap against the rail bar (i.e. 4-5 turns after eliminating all free-play in system)

## FINAL CHECK

20. After loading the Roof Racks, check the tightness of all bolts and ensure that the metal straps are positively engaged and tight up against the vehicle's rails.
21. Ensure the REX End Cap is locked against the Cross Bar by turning the Key 90° anti-clockwise to the locked position (Fig 18).
22. Store the keys in a safe location, for example, car key chain or glove compartment of vehicle.



## GENERAL USAGE INFORMATION



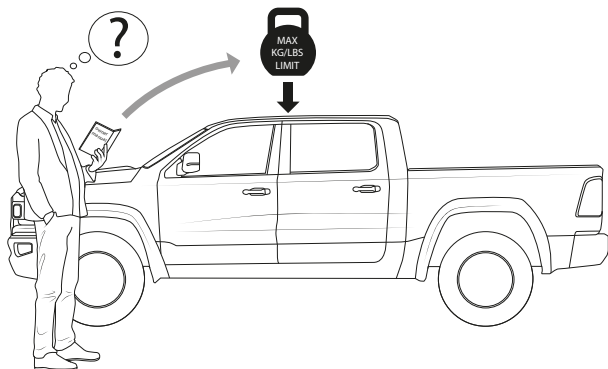
### REGULARLY CHECK THE TIGHTNESS OF LOCKING STRAPS.

Loads should be evenly distributed and secured. A number of accessories for carrying special loads are available. Only use **NON-STRETCH** tie down straps.

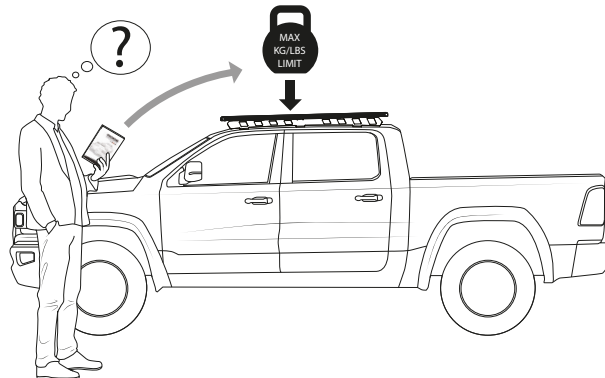
Any weight carried on the vehicle will adversely affect its handling particularly in cornering or in a cross wind and the vehicle should therefore be driven with increased caution. Refer to the attached load rating sheet for carrying capacity.

For full warranty information, visit our website: [www.rola.com.au](http://www.rola.com.au).

Manufactures roof weight limit - rack system weight = Max carrying capacity.

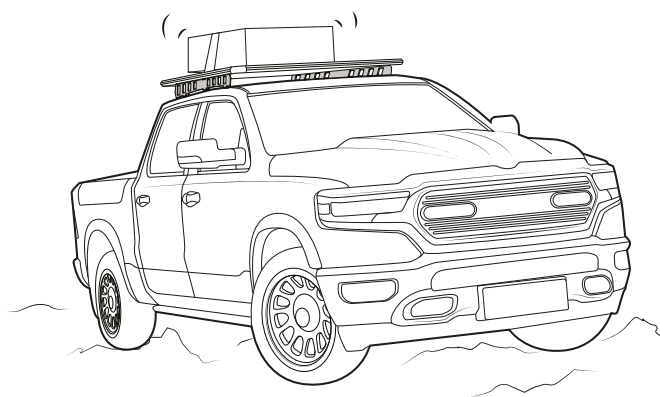


Cross reference with system max carrying capacity. Always use the lower of the two figures.



### IMPORTANT - Off-road load rating reduction.

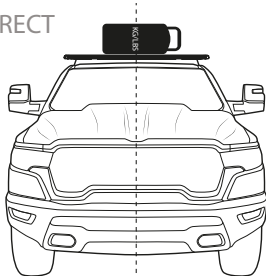
| System                | Track Mount | Anchor Point | Gutter Mount | Raised Rail | Flush Rail | Clamp Mount |
|-----------------------|-------------|--------------|--------------|-------------|------------|-------------|
| Platform+ Ridge Mount | 0%          | 0%           | 25%          | 0%          | N/A        | N/A         |
| Platform+ Low Mount   | 33%         | 33%          | 33%          | 33%         | 33%        | 50%         |
| Sports Extended       | 33%         | 33%          | 33%          | 33%         | 33%        | 50%         |
| Sports Concealed      | 33%         | 33%          | 33%          | 33%         | 33%        | 50%         |



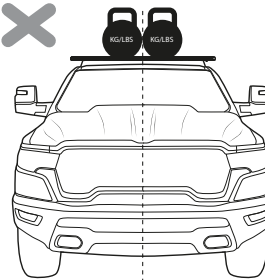
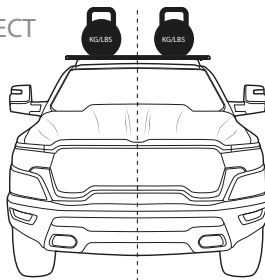
Distribute carried load evenly longitudinally and as low as possible.

Do not concentrate loads front or rear.

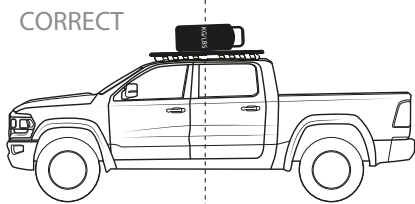
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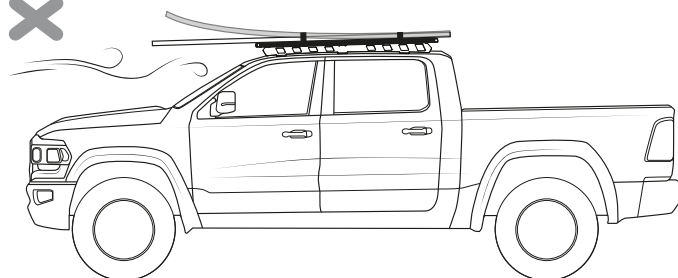
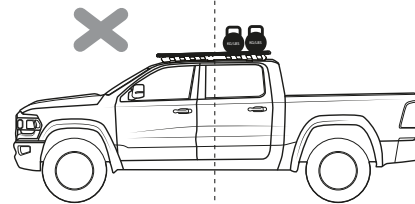
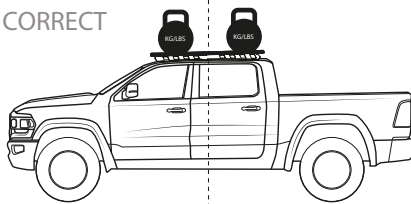
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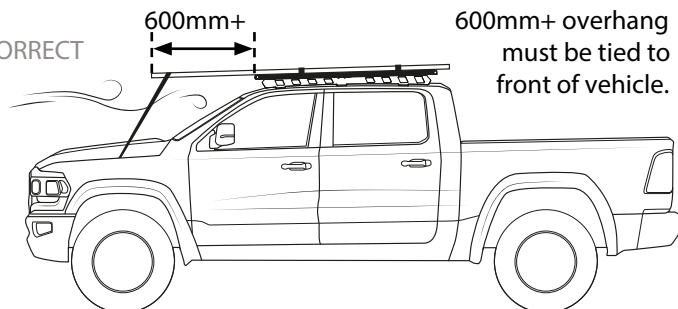
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600mm+ overhang must be tied to front of vehicle.

