



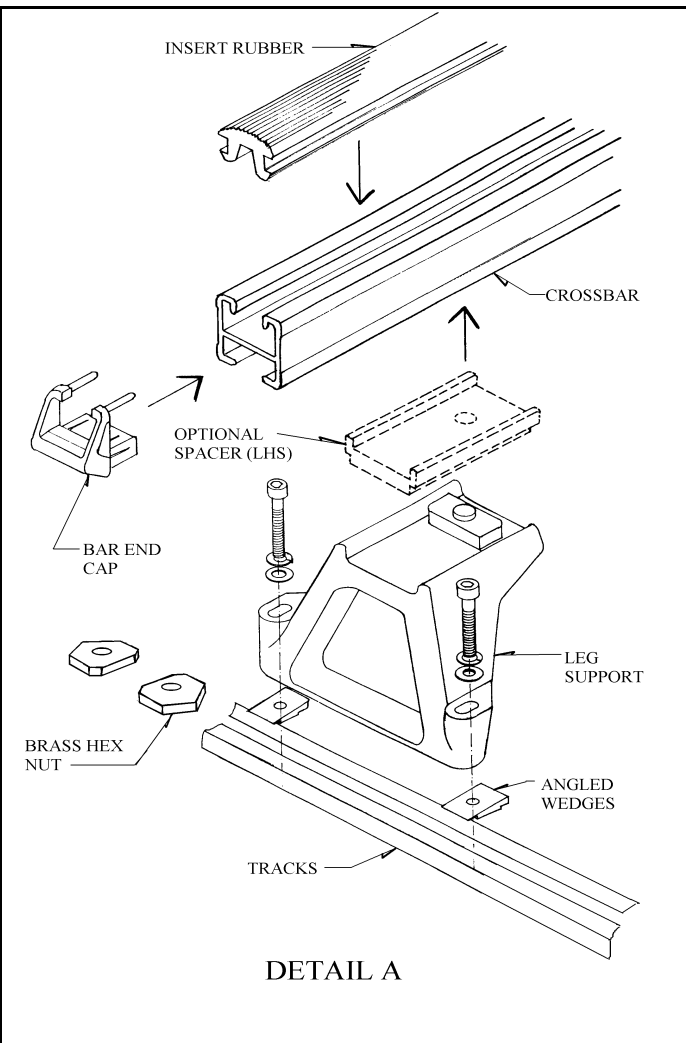
RHINO-RACK

AERODYNAMIC & HEAVY DUTY ROOF RACK SYSTEMS

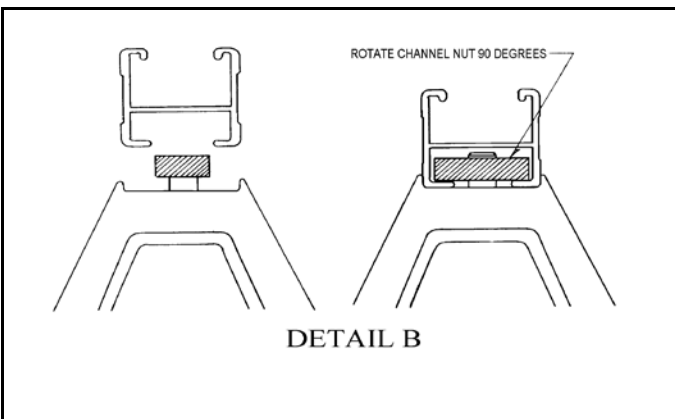
HI-TECH GLASS REINFORCED NYLON LEGS WITH STRUCTURAL GRADE ANODISED OR POWDER COATED ALUMINIUM H SECTION BAR AND STRUCTURAL GRADE ANODISED TRACKS THAT WILL GIVE YOU MANY YEARS OF TROUBLE FREE USAGE.

**THANKYOU FOR PURCHASING A RHINO-RACK
TO SUIT THE MERCEDES VITO**

YOUR RHINO-RACK IS DESIGNED AND MANUFACTURED IN AUSTRALIA TO MEET THE STRINGENT REQUIREMENTS OF AUSTRALIAN STANDARD AS1235-2000. ONLY USE RHINO-RACK APPROVED ACCESSORIES.



DETAIL A



DETAIL B

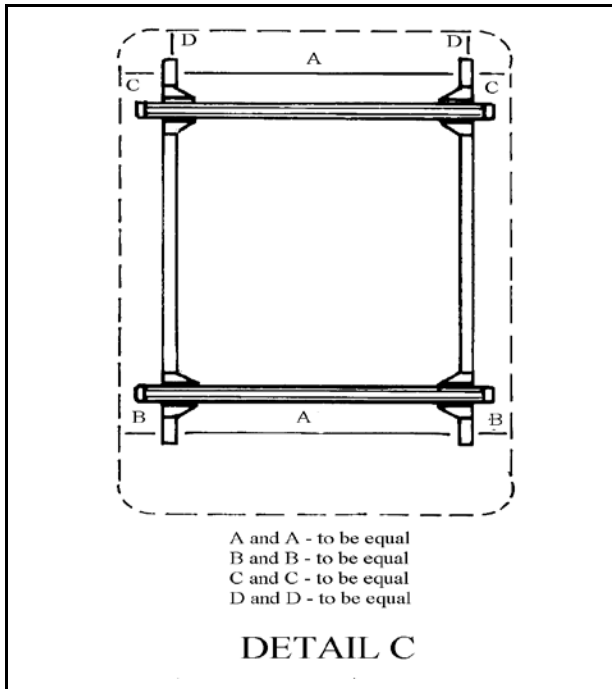
HOW TO FIT YOUR MERCEDES VITO RHINO-RACK.

1. The Mercedes Vito has two tracks fitted on the outside edge of the vehicle roof turret. It's to these tracks that the Rhino-rack mounts too.
2. Remove brass hex nuts from leg assembly and slide into existing tracks. Please note that the nuts are a little bit stiff getting past the track end caps. Hex nuts need to be placed in tracks the same position they came off base of leg support. (This is with the chamfered faces of the nuts facing each other.)
3. Attach leg supports to hex nuts in tracks ensuring that both legs are facing the same direction (three legs each track if it is to be a three-bar system).
4. Space leg supports on tracks evenly so that they sit 50mm from each end of the tracks. Tighten leg supports.
5. Loosen the channel nut on top of the leg support assembly to allow it to slot into the underside of the crossbar (refer detail B). Rotate the bolt clockwise to allow the channel nut to lock into position. If the channel nut does not rotate into position, loosen the bolt and repeat. **It is essential that the channel nut rotates into lock position.**
6. Tighten the M10 leg bolt to the crossbar to a torque of 20Nm. Ensure crossbar overhang is equal both sides, refer Detail E. Tighten the leg support M6x40 button head bolts to a torque of 6Nm. Refer Detail D.
7. Knock bar end caps into ends of crossbar using a rubber mallet. Insert rubber buffer strip into top of crossbar.

Please Note: When more than three crossbars are to be fitted, Rhino-Rack leg height spacers (LHS) are required on the front and rear crossbars (Refer Detail A). This will level crossbar height and allow for roof curvature.

RECOMMENDATIONS

Please refer to your vehicle manufacturers operating manual for maximum roof load rating. **Please note that the vehicles roof load rating may be less than the trackmount bar load rating.**



It is essential that all bolt connections are checked after driving a short distance when you first install your Rhino-Rack. Bolt connections should be checked again at regular intervals (probably once a week is enough, depending on road conditions, usage, loads and distances traveled). You should also check the roof bars each time they are refitted.

Crossbars and accessories should be cleaned and all screw threads should be lubricated at regular intervals. Rhino-Rack offers a 3 Year warranty to the original purchaser of the Rhino-Rack Roofbar Systems and Accessories. Rhino-Rack cannot be held responsible for incorrect mounting of the Roofbars or for usage that exceeds vehicle and production tolerances.

Make sure to fasten the load securely. Please ensure that all loads are evenly distributed and that the centre of gravity is kept as low as possible. **Use only non-stretch fastening ropes and straps.**

SENSITIVITY TO CROSSWINDS, BEHAVIOUR IN CURVES AND BRAKING

The handling of the car changes when you transport a load on the roof. For safety reasons, we recommend you exercise extreme care when transporting wind resistant loads, special consideration must be taken into account when braking

PLEASE REMOVE CROSSBARS WHEN PUTTING VEHICLE THROUGH AN AUTOMATIC CAR WASH.

LOAD RATINGS

Maximum permissible load is **100kg per pair** of roof bars (include the weight of the roof bars, 7kg). When roof bars are to be used in extreme off-road conditions please build a safety factor of 1.5 into this load limit (67kg per pair). Although roof bars are tested and approved to AS1235-2000, Australian road conditions can be much more rigorous. Addition of extra roof bars has proven to be the most successful way to minimize vehicle roof turret deformation. However, increasing the number off crossbars does not increase the vehicles maximum permissible roof loading. **Note for dealers and fitters.** It is your responsibility to ensure instructions are given to the end user or client.

Manufactured by Rhino-Rack
 17 Euston St., Rydalmere, NSW 2116, Australia

(Ph) 02 9638 4744 (Fax) 02 9638 4822

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Prepared By: MARTIN FERRIER	Issue No: 02
Authorized By: GARY ENGLAND	Issue Date: 26/04/01