

OUTBACK KITTERS

OK921013 OUTBACK KITTERS Adventure Rails™ MAX Roof Rack, Lightbar Compatible

FORD F-150 (2021-2025)

CONTENTS

- 1x **OK211004** Adventure Rails Max: Feet, Side Rails, Lights Box, 1 of 2
- 1x **OK211005** Adventure Rails Max V2 Includes: Extrusions Pack 5, Platform Plates Box (2 of 2)
- 1x **OK201123** Outback Kitters 2021+ Ford F150 Light Bar Wind Deflector to suit Adventure Rails Max V2 (Without Cutout)
- Left & Right Adventure Rails™ made from aluminium
- 5 x Crossbar Extrusions with Rubber Fillers
- 2 x Platform Plates
- 2 x Side Lights
- Front Wind Deflector - Lightbar Compatible
- 6 x Steel Mounting Feet, sandblasted, primed and powdercoated
- Fitting Kit
- Powdercoated Black finish for a tough but refined look

TOOLS NEEDED

TIME

HOURS

DIFFICULTY

IMPORTANT NOTES

- Always refer to your owners manual for Roof Loading Capacity.
- These are not suitable for Rooftop Tents
- Weight must be evenly distributed
- Adds 125mm to your roof height - measured from the centre of your roof, where the front & rear passenger doors meet.

FAILURE TO INSTALL THIS PRODUCT AS SPECIFIED IN THE INSTALLATION PROCEDURE WILL VOID ALL WARRANTY. IF ANY PARTS HAVE ARRIVED DAMAGED OR WERE NOT SUPPLIED, PLEASE TAKE PHOTOS AND CONTACT YOUR SUPPLIER.

QUICK OVERVIEW

- A) Unbox all components and lay them out on a clean surface such as a blanket or portable work stand.
- B) Remove the roof channel trim (vehicle dependent). Measure and mark your drilling positions carefully. This is where accuracy counts, get it right here and everything else lines up like it should.
- C) Loosely attach the feet to the side rails and place them onto your marked positions. This is your test fit. Stand back, eyeball it, and make sure everything looks right before committing.
- D) Assemble the rack fully before mounting it to the vehicle. It's easier to get everything aligned now than fighting it in the air later.
- E) Drill the marked holes and mount the feet securely to the vehicle.
- F) Position the assembled rack onto the mounted feet and fasten it into place.
- G) Tighten all bolts and fasteners properly. Complete any required wiring and make sure everything is secure before wrapping up.
- H) Step back, give it a once over, and enjoy the fact you did it properly the first time.

UNBOXING COMPONENTS

Start by unboxing all components and laying them out on a clean surface such as a blanket or portable work stand.

Do a quick check to make sure everything has arrived and is in good condition before you get stuck in.

We take a lot of pride in our quality control and packaging.

If anything looks damaged or missing, stop here and contact us before continuing.

There should be:

2 x Feet (Not for Ford F250)

2 x Side Rails (LHS & RHS)

5 x Cross Bar Extrusions

1 x Wind Deflector

2 x Platform Plates

Fitting Kits

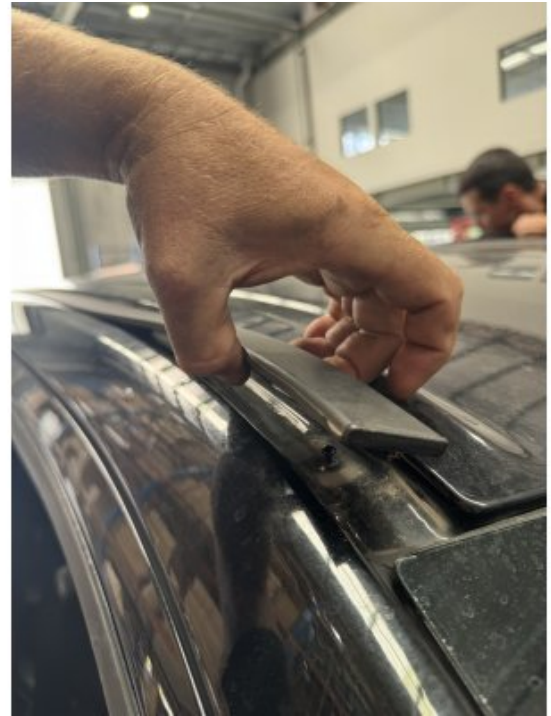
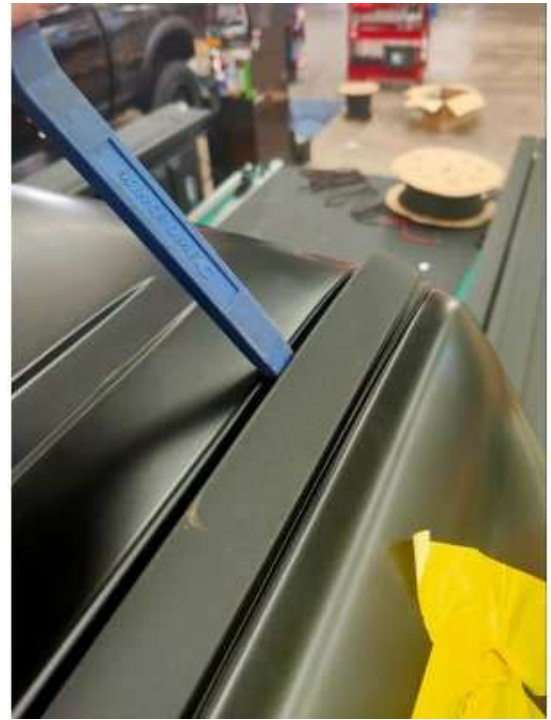


Step 1

Remove the roof channel trim on both sides using a plastic trim tool to carefully pry up the clips. Take your time here. Work along the channel evenly to avoid damaging the trim or clips.

Note

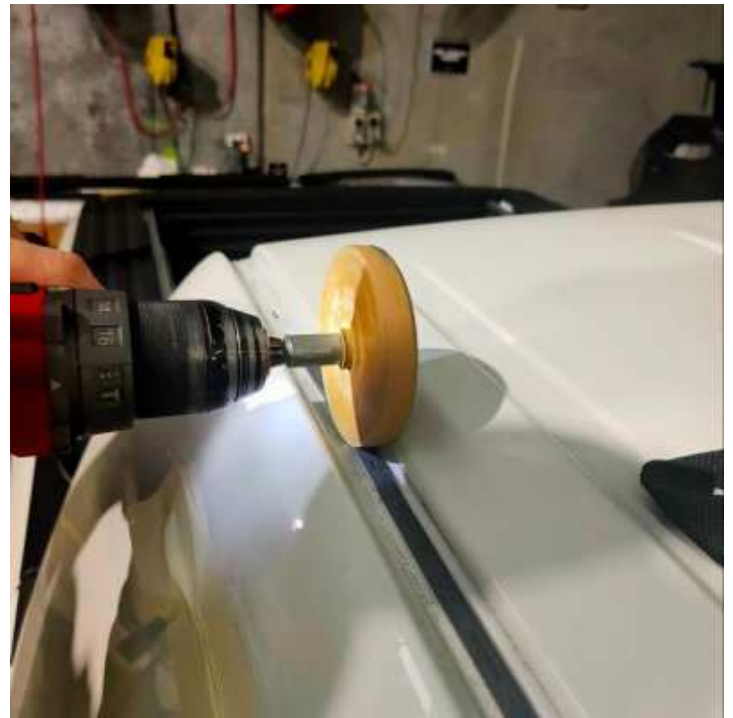
*These will need to be set aside for later fitment.
Some vehicles do not have roof channel trim. So skip this step if your vehicle does not have this.*



Step 2

Use a Brake Cleaner / Clean & Degreaser product to clean the inner channel from any debris / dirt / dust.

Some vehicles, such as the Ram 1500 DS, 2500, and 3500, may have double-sided tape securing the plastic trim to the channel. Use a caramel wheel or a similar product to remove the tape so the feet can sit correctly and achieve a consistent fit.



Step 3

Place one of the feet onto the channel, ensuring the arrow stamped into the foot is facing towards the front of the vehicle.

Note

The feet should be in the centre part of the channel, try avoid having it placed on the Seam Seal which is used to keep the roof together during the manufacturing process of the vehicle.

Orientation matters. Make sure the arrow is pointing forward before moving on.

IMPORTANT NOTE

SOME VEHICLES (E.G. FORD F150) HAVE SEAM SEAL RUNNING ACROSS THE INNER CHANNEL. DO NOT REMOVE THIS, AS IT CAN CAUSE THE ROOF PAINT TO CRACK.

DUE TO VARIATIONS IN THE SEAM SEAL, THE FEET ARE DESIGNED WITH THE CORRECT ANGLE TO MATCH THE ROOF CURVATURE AND WORK WITH IT.

TRUST THE INSTALLATION PROCESS—THE SIDE RAILS ARE ENGINEERED TO ALIGN THE RACK CORRECTLY AND ENSURE IT SITS FLAT ON TOP.

DO NOT ATTEMPT TO BEND OR MODIFY THE FEET, EVEN IF THE ANGLES APPEAR INCORRECT, AS THIS WILL VOID THE WARRANTY.



Step 4

Get a tape measure and place it against the front of the foot. Extend the tape measure to the front windscreen.

RAM 1500 DT: 65mm back from the forward most Plastic Track Locating Pin. This should land the front of the feet bracket approximately 350mm from the front of the windscreen.

RAM 1500 DS/2500: 284 from front windscreen to the first hole

FORD F150: This is best measured from the rear of the channel where the channel meets a rubber stopper. From back plastic trim to back hole 120mm

FORD F250: Disregard these instructions, they already have pre-installed fasteners to the roof. Thank you Super Duty design team!

Chev / GMC 1500: 70mm from the rear to the rear hole

Chev / GMC 2500: 70mm from the rear to the rear hole

IMPORTANT NOTE

ALL MEASUREMENTS ABOVE ARE FOR THE CREW CAB VARIANTS.



Step 5

Use a paint pen to mark out the drill holes for all the points on the feet.



Step 6

Before drilling holes, it is recommended to loosely mount the feet to the side rails.

We know you're keen to start sending holes through the roof. But, this is the moment to slow it down. Mock everything up first so you can see exactly how the side rails are sitting.

If it looks right, you're good to go. If it doesn't, now is your chance to fix it.

Measure twice. Drill once. No regrets.



Step 7

Once fitment has been confirmed and both sides of the vehicle have been marked, it's time to begin the drilling process.

IMPORTANT NOTE

THE ROOF ON MANY VEHICLES IS MADE FROM HEAT-TREATED STEEL. HIGH SPEED WON'T GET YOU THROUGH. IT'LL JUST BURN OUT YOUR DRILL BITS. KEEP THE SPEED LOW, APPLY STEADY PRESSURE, AND LET THE DRILL DO THE WORK.

Start by using a centre punch on all marked holes. This keeps the drill bit from wandering and gives you a clean starting point.

Using a sharp pilot drill bit with a drill stop, drill all marked holes for the feet.

Note

It's recommended to apply masking tape around the work area to protect the paint during drilling and installation.

Step 8

Drill all holes out to the final size using the specified drill bit.

IMPORTANT NOTE

ENSURE YOU ARE USING THE CORRECT DRILL BIT SIZE FOR THE SUPPLIED RIVETS OR HARDWARE BEFORE PROCEEDING.

Once all holes have been drilled, remove any metal shavings from the roof using compressed air or a vacuum. Leaving debris behind can damage the paint or lead to corrosion over time.

Apply a rust preventative spray or paint to all exposed metal inside the drilled holes. This step is critical to protect the roof and ensure long-term durability.

Note

Exposed metal is never your friend. Even though the feet and sealant will provide protection, coating the holes properly now prevents issues down the track. A paint pen is the easiest and most effective option for this step.





Step 9

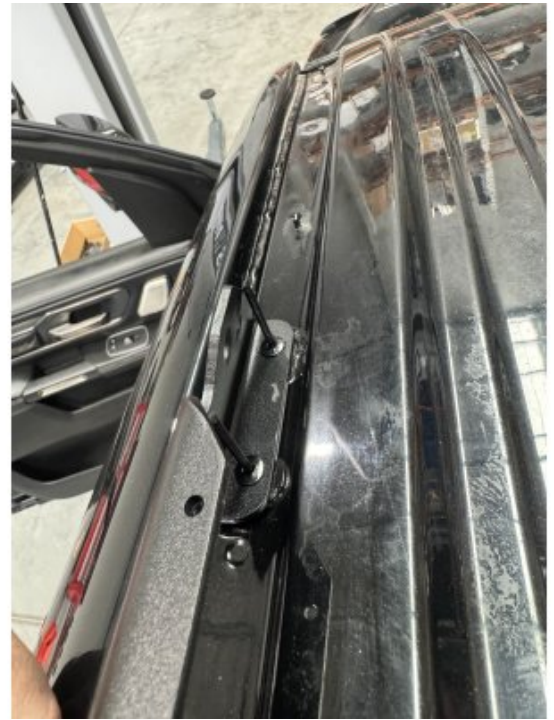
Place the feet back into the channel and align them with the drilled holes.

Insert the pop rivets through the feet and into each hole, ensuring they are seated correctly before fastening.

Using a pop rivet gun, secure all rivets firmly. Make sure each rivet is fully set and holding tight. This is what keeps everything locked in place.

Take a moment to check all fixings before moving on. Once these are in, there's no going back.

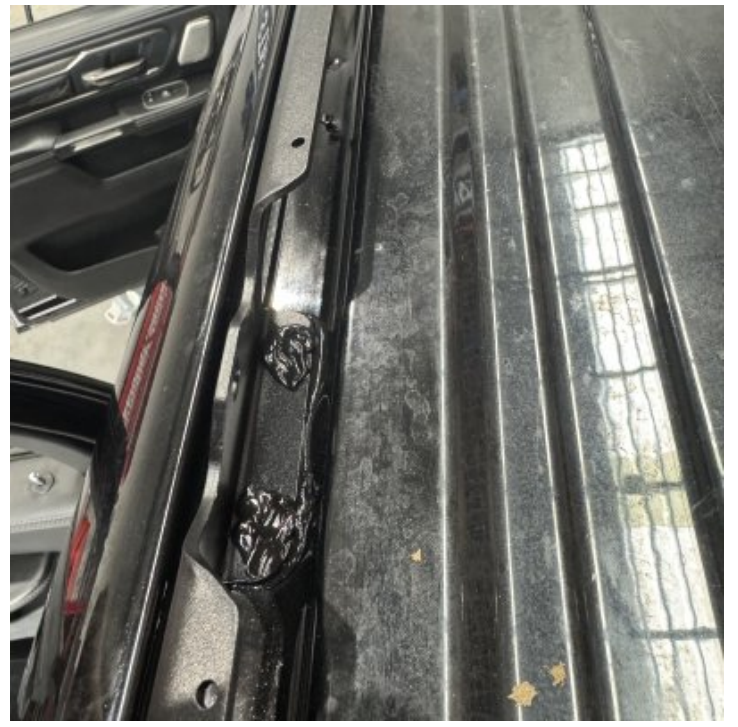
Apply Sealant to the underside of the feet and around the holes



Step 10

Once all rivets are installed, apply a bead of automotive-grade sealant over each rivet head and around the base of the feet. This step seals the install and prevents any chance of water ingress.

Take a moment to check all fixings and sealant coverage before moving on. Once this is done, it's locked in for the long haul.



Step 11

If applicable, position the plastic trim seal alongside the feet to mark out the correct spacing.

Use this as a visual guide to ensure consistent alignment before final placement.

Note

RAM 1500 DT

The front and rear sections of the trim will need to be cut and re-fitted after installation.

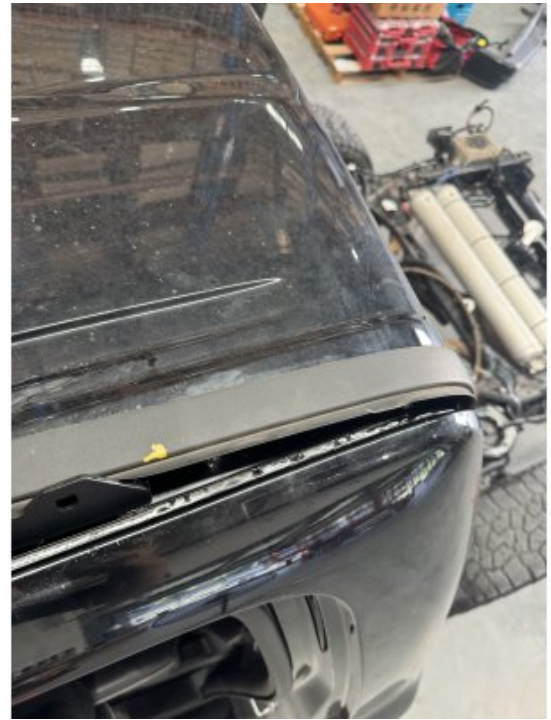
These sections are secured by plastic knobs within the roof lining, which can be removed and reinstalled during this process.

Note

CHEV / GMC 1500 & 2500

The trim is secured using the factory OEM clips.

Apply a small amount of Sikaflex (or a similar adhesive sealant) to the front section to ensure it stays firmly in place.





Step 12

NOW GO TO ADVENTURE RAILS MAX ASSEMBLY
& FITMENT