



US RACK,™Inc. - 2850 Falcon Drive, Madera, CA 93637 - 1-888-877-2257

**--INSTALLATION AND USE INSTRUCTIONS for the EASY LOADER RACK--**  
**WARNING: Do NOT attempt to install or use this rack without following all instructions.**

### **SPECIFICATIONS and SAFE LOADING REQUIREMENTS**

The Easy Loader Rack is designed to carry ladders or other rigid items not exceeding 150 lbs. of distributed weight on pickup trucks. **It is not designed to carry loads on unimproved or poorly maintained roads. It is not designed to carry loads where a weight of over 75 lbs. is concentrated on either the front or rear portion of the rack or where more than 75 lbs. rests on either horizontal Arm.** Watch this carefully to prevent damage or injury. U.S. Rack does NOT warrant truck bedrails or other truck parts against damage caused by the weight of excessive loads being applied to them when the rack is installed on a vehicle. **U.S. Rack is not responsible for injury or property damage resulting from the rack being improperly installed or loads being improperly tied down. If you cannot install and use this rack in accordance with all specifications and instructions, do not install or use this rack. Call our customer service line at 1-888-877-2257 for assistance.**

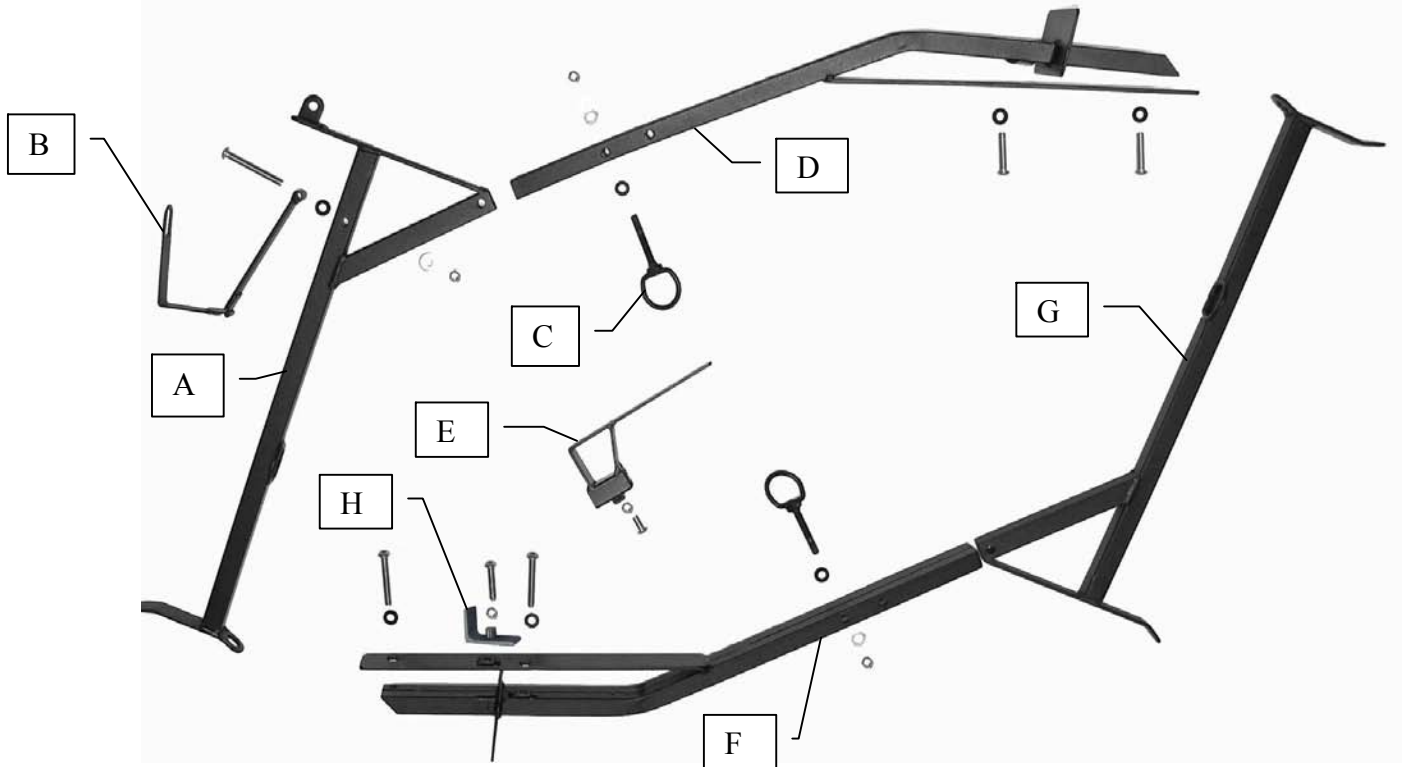
**BE SAFE: Carrying any load can be hazardous.** All loads must be tied securely to the rack to prevent them from vibrating or sliding forward, backward, or laterally or being blown off or broken by the wind. **Make sure all parts of loads are securely tied down against unexpected winds or shocks and vibrations caused by unexpected road hazards such as potholes. Each day and each time you install or load the rack, inspect to ensure that all connections are tight. U.S. Rack is not responsible for injury or property damage resulting from cargo falling or being blown off a vehicle as a result of being improperly loaded or inadequately secured.** Be careful to avoid striking your head on the rack as you pass along the side of your truck. Ensure that loads do not extend more than 6 inches out from the side of the truck body. Loads extending beyond the rear bumper of the vehicle must be designated with a red flag (daylight) or red light (darkness) in accordance with the applicable state vehicle code. Do not allow any part of the rack or load to interfere with the driver's clear view in any direction or to interfere with the clear visibility of lights.

### **WARRANTY**

U.S. Rack™ products are warranted for a period of one year against all structural defects in materials and workmanship provided that they are assembled, installed, and used in accordance with all manufacturer's specifications and instructions. U.S. Rack **cannot warrant the powder-coating** on its products. Although the exterior surfaces of this product are powder-coated, normal outdoor use of your rack will result in scratching and weathering of surfaces, thus exposing the steel to moisture; therefore, maintenance on such parts will be required. To prevent rust, spot paint any scratches or breaks in the surface with a high quality metal paint.

**Any returned merchandise must be shipped in the original box and packaged to prevent damage.** See return policies/procedures at [http://www.usrack.com/merchandise\\_return\\_policy.php](http://www.usrack.com/merchandise_return_policy.php)

## INVENTORY



**Fig. 1**

**CONDUCT INVENTORY.** Inventory the box to ensure all parts are present as shown in Fig 1, above.

- A. Front Crossbar
- B. If purchased, optional Hasp (x1) with one 3" button head hex cap screw, nylon washer, metal washer, and nylon lock nut
- C. Eye-bolt (x2) each with nylon washer, metal washer and nylon lock nut
- D. Standard Leg with two 2" button head hex cap screws and nylon washers (x1 for Ford and Dodge trucks; x2 for Chevy, GMC, and Toyota trucks)
- E. If purchased, optional Bumper (x1) with .75" button head hex cap screw and nylon lock nut
- F. Special Rear Leg with two 2.5" button head hex cap screws and nylon washers (x1, used only for rear stake pocket on Ford and Dodge trucks)
- G. Rear Crossbar
- H. Special Adjustment bracket with one 2" button head hex cap screw with jam (flange) nut (x1, used only for rear stake pocket of Ford and Dodge Trucks)

**Hardware not shown in photo:** Allen wrench (x1).

## ASSEMBLY

*You will need a tape measure, pencil, level, and an electric drill with 3/8-inch metal bit.*

**READ THROUGH ALL INSTRUCTIONS ONCE BEFORE YOU DO ANYTHING!-IT SAVES TIME**

**Your safety is paramount.** Because manufacturing and shipping mistakes can occur, before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory list and photo and check all welds for signs of cracking or weakness. **If you do not have all the correct parts, if the rack you received does not appear to fit your model truck, or if any parts appear to be defective; STOP and do NOT install the rack.** Contact customer service at 1-888-877-2257 to replace missing or defective parts or answer questions on installation.

Although much of the rack is assembled when received, if you were to disassemble it into its components as shown in Fig. 1, above, it could be quickly reassembled as described below.

1. **MEASURE HEIGHT OF YOUR CAB.** Before assembling the rack components measure the distance between the top of your head rail (top of the front of the truck bed) to the top of your cab. The measured height should be between 20 and 26 inches, depending on the truck model. If your cab measures 24 inches or less you have a regular height cab; if it is over 24 inches it is extra tall.
2. **CONNECT THE HASP TO THE FRONT CROSSBAR.** Examine the Front Crossbar (A), and notice that it has a metal loop that projects out on one side from the middle of the long tube of the crossbar as well as a hole that is located about 3 inches from one end of the tube. Projecting down from the long tube is a short tube that has a hole drilled near the bottom. Connecting the long and the short tube is a flat bar that forms an eyelet at the top for use with a Hasp. *If you have purchased the optional Hasp (B), examine it and notice that it consists of two parts that are hinged together. To connect the Hasp to the Crossbar, insert a 3-inch screw through the cylinder at one end of the Hasp, place a nylon washer on the end of the screw and then pass the screw through the hole in the long tube. To secure the screw, add a metal washer and tighten a nylon lock nut on the end. Tighten the nut until the Hasp meets a small amount of resistance when rotating. When completed the assembly should appear as shown in FIG. 2.*

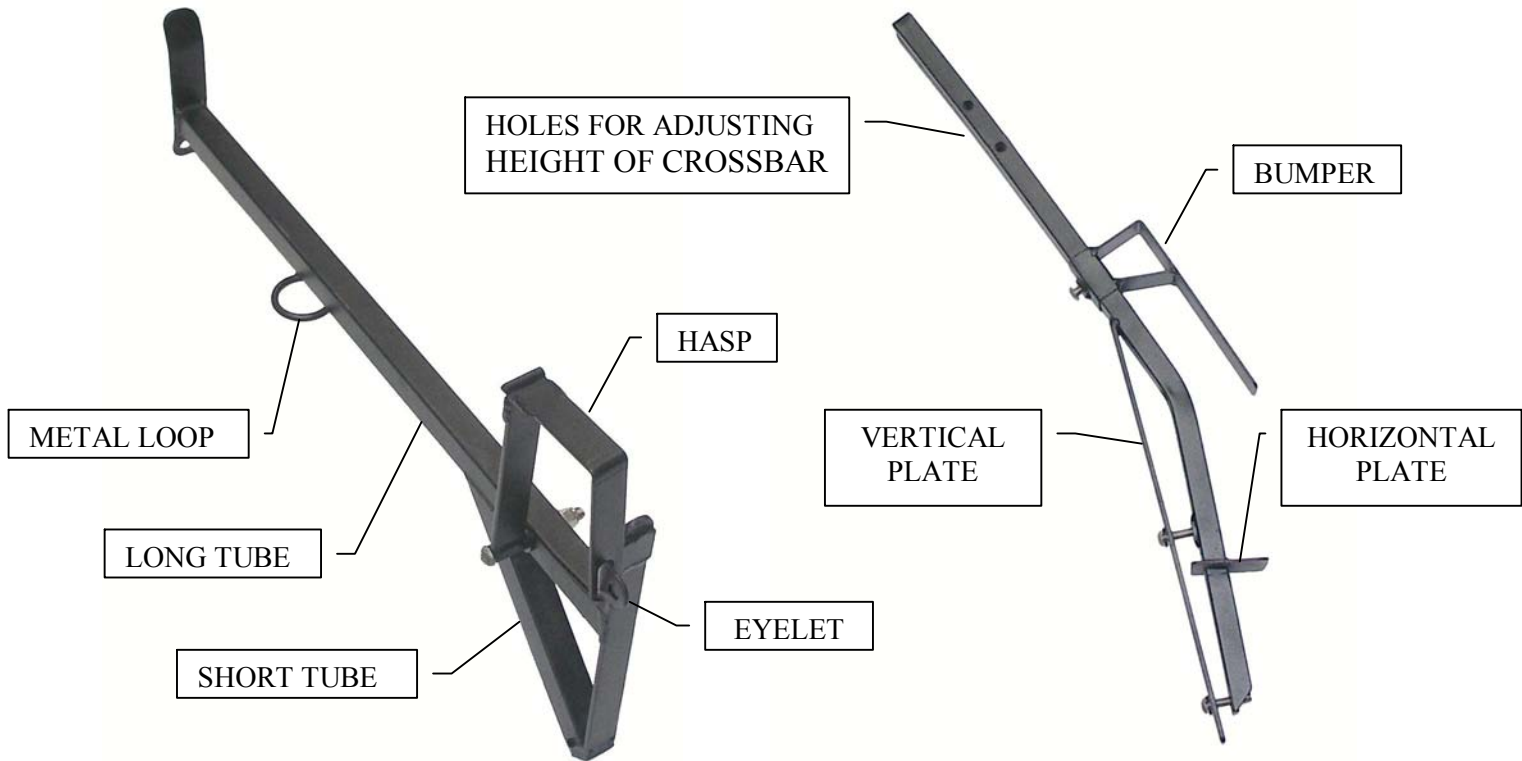


FIG. 2

FIG. 3

3. **CONNECT THE BUMPER TO THE FRONT LEG.** Examine the Front Leg (D) and notice that it consists of two parallel tubes that pass through a roughly horizontal plate and a vertical plate containing two holes that is attached at one end to them and runs parallel to them. Besides two holes that pass through the sides of both tubes near the top of the Leg, there is a hole near the bottom of the vertical plate that aligns with a threaded hole in one of the tubes and a second hole in the plate about 6.5 inches above that, which aligns with a threaded hole in the other tube. *If you have ordered the optional Bumper (E), and it is not already attached, attach it to the Front Leg. This is done by holding the Leg in the upright position so that the portion of the Leg with plates is down and the portion with just the two tubes is up. Slide the short rectangular tube of the Bumper down over the top of the Leg so that the long metal plate of the Bumper projects downward and the set-screw is on the concave side of the Leg as shown in Fig. 2. Push the Bumper down until it makes contact with*

the top of the metal plate and tighten the set screw and jam nut. You may later adjust it to a different height if needed. The purpose of the bumper is to prevent a ladder hanging down from the rack during loading from contacting the side of the truck cab.

4. **CONNECT THE FRONT CROSSBAR TO THE FRONT LEG.** To connect the Leg and Crossbar, insert the top of one of the tubes of the Leg into the bottom of the short tube of the crossbar. Push the Leg up into the short tube until the hole in the side of the Leg aligns with one of the holes in the Crossbar. If you have a regular height cab, align the hole in the Crossbar with the bottom hole in the Leg. If you have an extra tall cab, align the hole with the top hole in the Leg. After aligning the holes place a nylon washer onto the end of one of the eye-bolts and insert the eye-bolt through the hole from the side opposite the metal loop in the crossbar. To secure the eye-bolt, place a metal washer and then thread a nylon locknut onto the end. Tighten firmly.
5. **INSERT ASSEMBLY INTO FRONT STAKE POCKET.** If the screws are already screwed through the vertical plate into the Leg, loosen them and completely remove the bottom one. Slide the bottom of the two parallel tubes down into the stake pocket while sliding the vertical plate past the edge of the bedrail down into the bed. Slide the leg down until the horizontal plate rests on top of the bedrail. Once the Leg is seated, adjust it so that the Leg is in contact with the edge of the stake pocket which is toward the inside of the truck bed. With the horizontal plate still sitting flat on the bedrail, make a pencil mark in the center of the hole at the bottom of the vertical plate. Remove the Leg and using a 3/8" bit drill a hole horizontally through the sheet metal into the interior of the stake pocket. This may require that you drill through two sheets of steel. After drilling the hole reinsert the Leg into the stake pocket. Place a nylon washer on the end of a 3/8 x 2-inch screw, and pass it through the hole in the vertical plate and through the truck sheet metal into the threaded hole in the bottom of the Leg. Tighten the screw firmly and then also firmly tighten the screw above it. When completed the Leg should appear as shown in the FIG. 4.

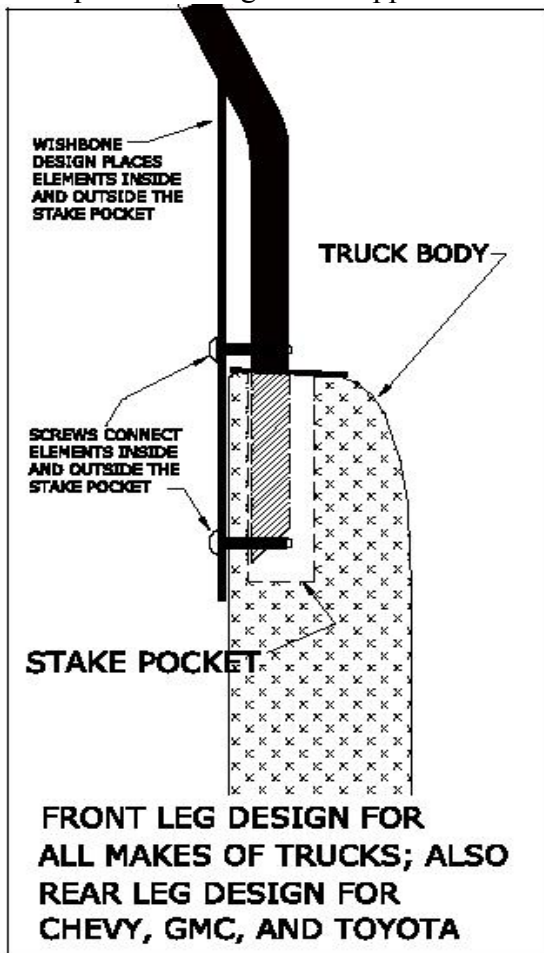


FIG. 4

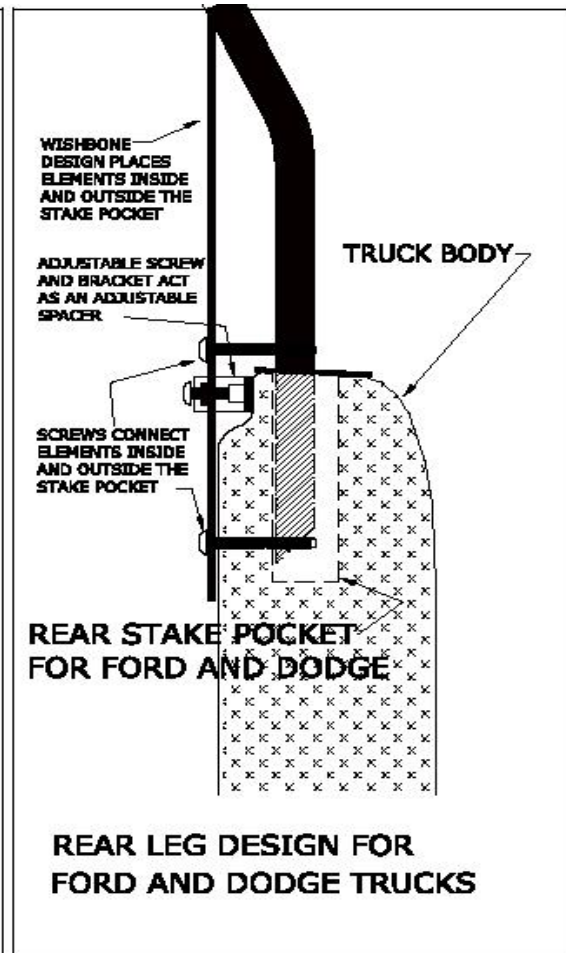


FIG. 5

6. **ASSEMBLE AND INSTALL REAR PORTION OF RACK.** Compare FIG. 4 with FIG. 5. Notice that in FIG. 5 the truck body around the rear stake pocket appears to be wider than it appears around the front stake pocket in FIG. 4. This is because there is a tailgate reinforcing column adjacent to the rear stake pocket on some trucks. If you have a Ford or a Dodge pickup, in order to connect the vertical plate to the Leg, the screw must pass through the reinforcing column. If you bought a rack for a Ford or Dodge your rear Leg should appear as in Fig. 5, with an additional threaded hole in the vertical plate. The purpose of this hole is to allow you to install and hold the Special Adjustment Bracket (H) using a 1.5 to 2” button head cap screw. To install this, after the rack is installed in the rear stake pocket and bolted in place, slide the Special Adjustment Bracket between the top of the bedrail and the vertical plate so that the cylinder is aligned with the hole. Thread the screw through the hole and place the jam nut on the end loosely. Continue to tighten the screw and move the jam nut up toward the head of the screw until the end of the screw enters the open end of the cylinder. Continue to tighten the screw until the bracket is firmly pressing against the bedrail, then tighten the jam nut firmly so the screw cannot back off. When completed the Leg should be installed firmly in the pocket without slipping as shown in Fig. 6 below. If you have Chevy or GMC pickup, the reinforcing column is NOT in the way and you should have received a rear Leg that is identical to the front Leg and it should install in the same manner. *If you have a bedliner, you may have to move it aside to get the vertical plate adjacent to the sheet metal.*

7. **DOUBLE-CHECK ALL FASTENERS.** To be properly installed, both portions of the rack must sit firmly without moving in the stake pocket with the horizontal place flat on the bedrail and should appear as in FIG. 7. Periodically check the screws and nuts to ensure they remain tight, especially on bumpy roads. Loads can be tied down to the metal loops and tie-down hooks provided. Do NOT carry any cargo without tying it securely to the rack; frequently check tension on all ropes and straps.



**FIG. 6**



**FIG. 7**



**FIG. 8**

8. **LOADING A LADDER.** This rack is designed to be loaded from the side rather than from the back of the truck, as described and shown in the figures below. First, standing at the side of the truck with the ladder in the horizontal position, lift one side of the ladder up onto the crossbar so that the other side hangs down. If you have a bumper on your front Leg, the ladder should rest gently against the bumper rather than against the side of the truck. Second, grasp the lower end of the ladder and shove it up fully onto the crossbar. Third, rotate the Hasp up around the side of the ladder and secure with a padlock or other device. Finally, use additional bungee cords, straps or ropes to tie the ladder down both front and rear to ensure it cannot come loose from the rack.



**FIG. 8**



**FIG. 10**

**FIG. 9**



**FIG. 11**