



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

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

SPECIFICATIONS and SAFE LOADING REQUIREMENTS

The Stash-Away 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.** Excessive loads can pry the rack away from the bedrail lip. 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 surface of any steel parts is electro-chemically treated to inhibit rust prior to powder-coating, 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 and procedures at http://www.usrack.com/merchandise_return_policy.php

INVENTORY

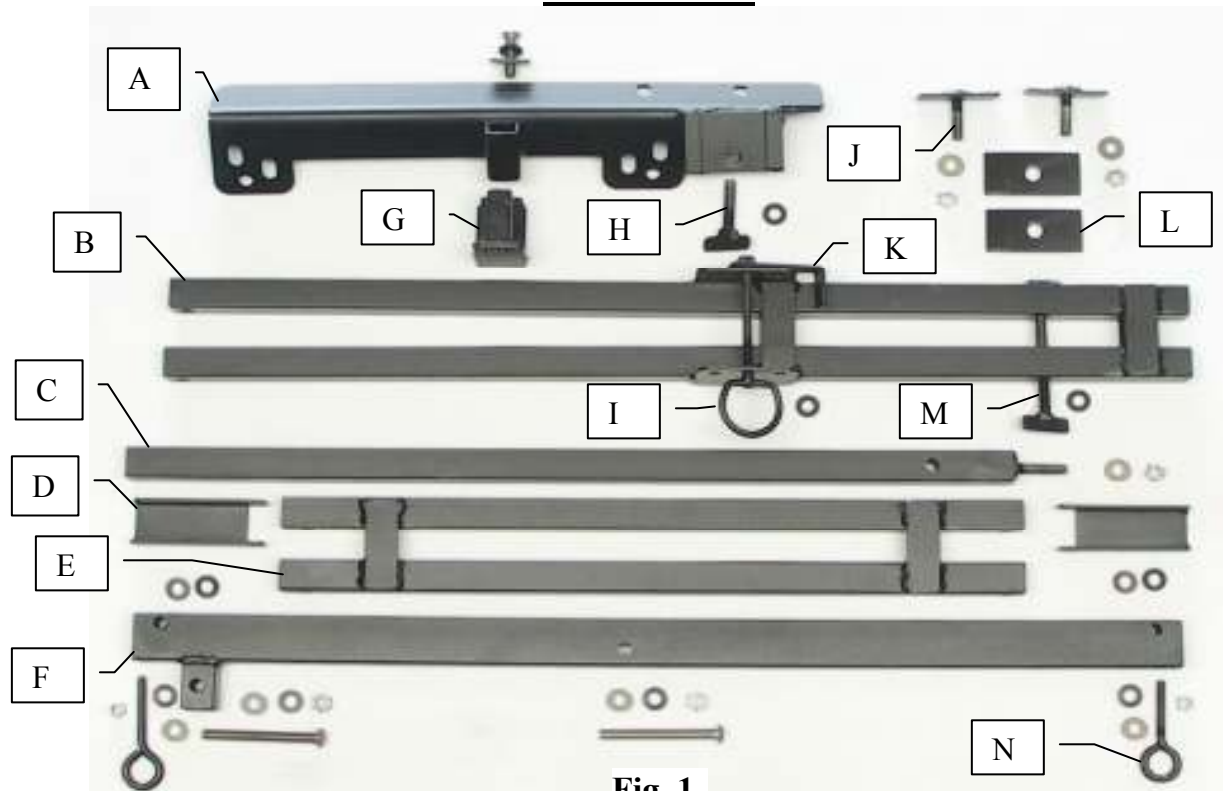


Fig. 1

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

- A. Base (x2) (Photo shows configuration for model 2008-1U with universal clamp)
- B. Spine (x2)
- C. Leg (x2)
- D. Cargo Bumpers (x2)
- E. Brace (x2)
- F. Cargo Arm (x2)
- G. U-clamp (x2) (Only used in model 2008-1U)
- H. Short Wing Screw (x2)
- I. Large Eye-bolt (x2)
- J. Track Insert (x4) (Used only with models 2008-1TOY, 2008-TIT and 2008-1FRT)
- K. L-nut (x2)
- L. Nissan Track Plate (x4) (Used only with models 2008-TIT and 2008-FRT)
- M. Long Wing Screw (x2)
- N. Small Eye-bolt (x2)

Hardware not labeled in photo: 3.5" button-head cap screws (x4); 1.5" screw and square metal washer (x2, not used with track systems); (x4 nylon lock nuts (x10 or x14 with track systems); metal flat washers (x10 or x12 with track systems); nylon washers (x16 or x14 with track systems); 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 for cleaning into its components as shown in Fig. 1, above, it could be quickly reassembled as shown below.

1. **ATTACH CARGO BUMPERS TO CARGO ARMS.** Locate and examine two Cargo Bumpers (D) and one Cargo Arm (F). Notice that the Bumpers are shaped like a channel or a U with short sides. Notice also that there are holes in each Bumper and holes in each end of the Arm. Examine Fig. 2, a side view of the assembled rack, and Fig. 3, a close-up view looking down at a Cargo Bumper and one end of the top of the Arm. Align the holes in D and F, and attach the Bumpers to each end of the Arm. Notice that each Bumper is attached using one Small Eye-bolt, one nylon lock nut, two metal washers, and two nylon washers. The nylon washers are placed on either side of F and inside the sides of D, and the metal washers are on the outside of D. Notice that once attached, the Bumpers can be folded down onto the top of the Arm. Make sure the Bumpers are mounted so that they fold down toward each other. This will ensure that once they are elevated, if cargo pushes out against them, the bumpers will not collapse toward the outside and allow the cargo to fall off the end. Assemble the second Arm and remaining Bumpers but ensure that the eyes of the bolts are located on the opposite side of the Arm. Tighten the screws enough so the Bumpers will stay up when lifted and will stay down when pressed down.
2. **ATTACH ARM TO SPINE.** Examine a Spine (B) and notice that a hole passes all the way through both tubes near one end. This is the top of the Spine. Slide the short piece of tube extending down from the bottom of the Cargo Arm between the tubes at the top of the spine so the hole in the extension aligns with the hole in the spine. Connect the Arm and Spine using a 3.5 inch screw. After placing a nylon washer on the screw, insert the screw into the hole from the same side as the eye of the Small Eye-Bolts, then add a metal washer and complete with a nylon lock nut. Tighten this loosely. Assemble the second Spine and Arm similarly.

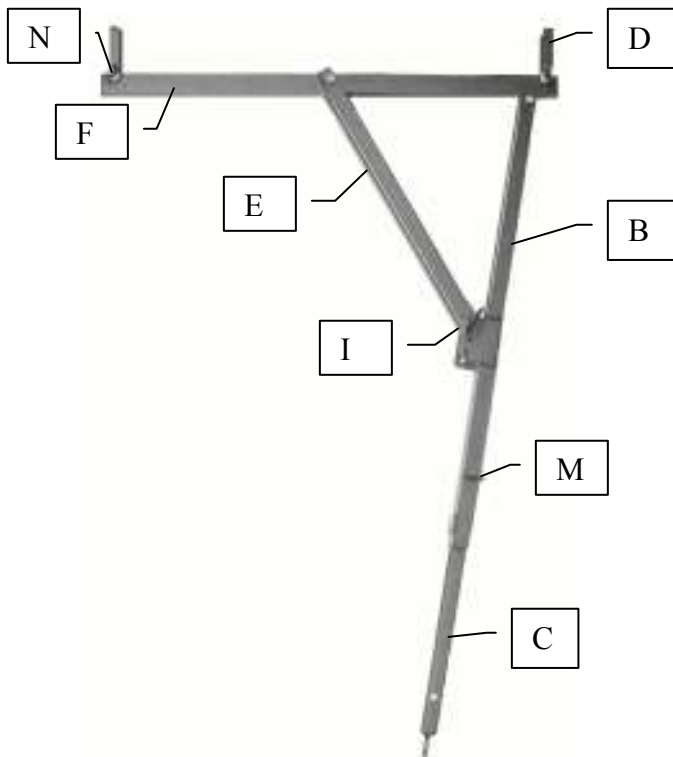


Fig. 2

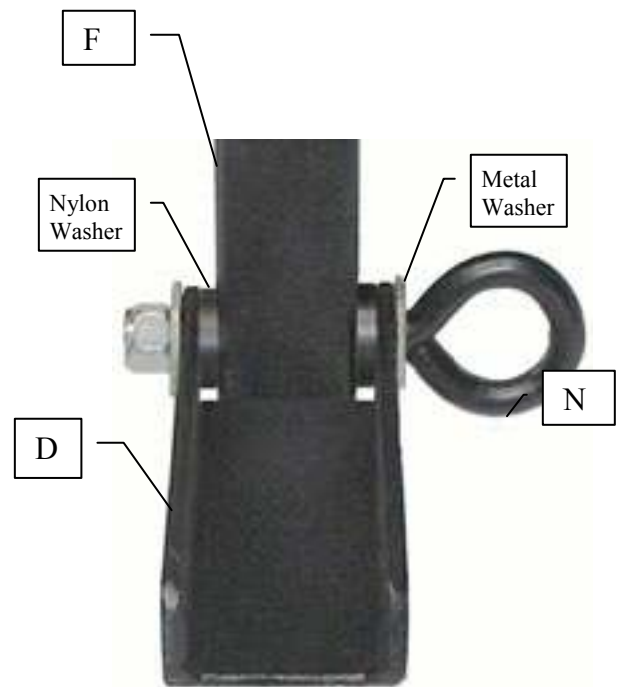


Fig. 3

3. **ATTACH BRACE TO ARM AND SPINE.** Examine a Brace (D) and notice that it has a hole that passes through both tubes at both the top and the bottom. Also notice that the tubes are attached with two plates welded to one side of the tubes. Align the hole at the top of the Brace with the hole in the center of the Cargo Arm, and align the hole at the bottom of the Brace with the center hole in the plates extending out from the Spine. Ensure that the plates connecting the Brace tubes face

toward the spine. To connect the Brace to the Arm, use a 3.5 inch button-head cap screw. After placing a nylon washer on the screw, insert the screw into the hole from the same side as the eye of the Small Eye-bolts, then add a metal washer and complete with a nylon lock nut. Tighten this loosely. To connect the Brace to the Spine place a nylon washer on a Large Eye-bolt (I) and insert it from the same side as the eyes of the Small Eye-bolts, passing it through the middle hole in one plate, through the hole in the bottom of the Brace, and then through the hole in the middle hole in the other plate. Twist the end of the Large Eye Bolt into the threaded hole in the L-nut (K). Make sure that the nut is oriented so the short leg of the L-nut wraps around the Spine rather than protruding toward the outside. This ensures that when the Eye-bolt is turned the nut will not rotate around. Attach the other Brace to the other Arm and Spine in a similar manner.

4. **SLIDE LEG INTO BOTTOM OF SPINE.** Examine a Leg (C). Notice that it has a threaded stud extending from the bottom end and a hole a couple of inches above that. Slide the top of the Leg up into the bottom of the Spine between the plates that connect the tube of the Spine in such a way that the leg is entirely inside the Spine. Ensure that the hole near the bottom of the Leg is NOT visible. If the hole is visible when the bottom of the stud is parallel with the bottom of the Spine, extract the Leg and turn it so that the hole is NOT visible. This is the way the Leg is properly inserted. Assemble the other Leg and Spine in a similar manner.

INSTALLATION

5. **MOUNT BASE ON STANDARD BEDRAIL.** Examine Base (A). If you do NOT have a track system on your bedrail such as with many newer Toyota, Nissan, or some Dodge trucks each Base should appear as shown in Fig. 1, with a short vertical tube welded to the face of the Base. You should also have a U-clamps (G) as well as related 1.5" long screws, rectangular washers and nylon washer. To mount the Bases lower the tailgate and step up into the bed of your truck. Place one Base on the passenger-side bedrail next to the cab so that the rubber padding on the bottom of the Base sits on top of the truck bedrail and the notch on one end of the Base conforms to the shape of the head-rail (top of the front wall of the cargo bed) as shown in Fig. 4. Place the other Base at the back of the bedrail near the tailgate. It a good idea to leave a 1/4 to 1/2-inch gap between the vertical edge of the Base and the headrail or tailgate. After placing the front Base attach it by inserting the threaded part of the U-clamp into the bottom of the vertical tube. Ensure the rubber nub slides up behind the lip of the bedrail. Place a nylon washer and then the rectangular metal washer on a 1.5" screw and insert it down into the top of the vertical tube. Turn the screw into the threaded hole and tighten with an Allen wrench. Tighten well while ensuring that the bottom of the Base sits fully down on the bedrail.
6. **IF APPLICABLE, CUT BEDLINER.** *If you have an over-the-rail bedliner and have purchased a bedliner kit, mark your bedliner below the vertical tube. Using the hole-saw, drill a hole with its center 2-1/2" below the top of your bedliner. When you remove your rack, use the round plastic caps to plug the holes. Warning: Be careful that you cut very gently. Drilling through too hard may cause you to scratch your bedrail. Before cutting, pull bedliner back to inspect your bedrail to ensure no obstructions are under the bedrail.*



Fig. 4



Fig. 5

7. **MOUNT BASE ON BEDRAIL WITH TRACK SYSTEM.** Examine Base (A). If you have a track system on your bedrail such as with many newer Toyota, Nissan, or some Dodge trucks each Base should appear as shown in Fig. 1, except that NO short vertical tube will be welded to the face of the Base and there will be no U-Clamps or related hardware. Instead you will receive four Track Inserts (J) with washers and nuts as well as four Nissan Track Plates (L) if you have a Nissan Truck. To mount the Bases lower the tailgate and step up into the bed of your truck. Slide the four Track Inserts into the track from the end and slide them until two are near the front of the track at the front of the bed and two are near the back of the bed. Place one Base on the passenger-side bedrail next to the cab so that the rubber padding on the bottom of the Base sits on top of the truck bedrail and the notch on one end of the Base conforms to the shape of the head-rail as shown in Fig. 4. Place the other Base at the back of the bedrail near the tailgate. It a good idea to leave a 1/4 to 1/2-inch gap between the vertical edge of the Base and the headrail or tailgate. Slide each Track Insert into position and insert the threaded end through the highest slot or hole into which it will fit. As shown in Figs. 6, 7, and 8, after a Track Insert is placed through slots or holes at both the front and back of each Base, apply a metal washer and lock nut. Tighten well while ensuring that the bottom of the Base sits fully down on the bedrail.



Fig. 6



Fig. 7



Fig. 8

8. **DRILL LEG HOLE IN THE FLOOR OF THE TRUCK BED.** Take one of the assemblies and place it in the front of the bed next to the front Base. Allow the leg to slide down until it is about half way out of the assembly. Notice that there is a plate that projects out at a 15 degree angle from the vertical face of the Base; the plate contains a threaded hole. Place the bottom of the Leg on the floor beneath this hole and lean the Spine against the Base in such a way that the Leg is centered on the hole and the 15-degree edge is parallel with the Leg. This will cause the bottom of the Leg to be several inches from the wall of the bed and for the Spine to lean against the bedrail of the truck at about 15 degrees as shown in FIG. 9. Use a level to ensure that although the Spine leans against the side of the truck at about 15 degrees in one plane it remains vertical and parallel to the front wall of the cargo box. Use a level also to adjust the angle of the Spine to ensure that the Arm is horizontal to the ground as shown in Fig. 9. Once the Arm is level, mark the bottom of the Leg with a pencil and drill a 3/8 hole in the floor with an electric drill, ensuring first that there are no tanks, lines or wiring under the floor at that location that might be damaged.



Fig. 9



Fig. 10



Fig. 11

9. DRILL HOLE IN LEG TO ATTACH TO BASE. Because trucks have different height bedrails, it is necessary to drill a hole in the Leg at the correct height to attach it to the Base. Extract the Leg from the Assembly and place the threaded stud into the hole in the floor as in Fig. 12. Lean the Leg against the slanted portion of the base so that it is centered on the threaded hole. Make a mark adjacent to the hole and then drill a 3/8" hole straight through the tube as shown in Figs. 13 and 14, but make sure that the new hole is NOT in the same face as the hole at the bottom of the Leg. The new hole must be at right angles to the hole at the bottom of the Leg.



Fig. 12



Fig. 13



Fig. 14

10. ATTACH THE RACK TO THE BASE AND SET HEIGHT OF THE RACK. Insert the top of the Leg back into the bottom of the Spine and then place the rack into the truck bed so that the bottom of the Leg is inserted into the hole in the floor. Adjust the Spine upward up or down until the top of the Arm is a couple of inches above the cab of the truck. Now place a nylon washer on the Short Wing Screw (H) and insert it through the hole in the Leg you just drilled into the threaded hole in the Base. Notice that as you tighten the Screw friction prevents the Spine from sliding down the Leg. Next measure the height of your cab and the height of the top of the Arm as measured from the bedrail as shown in Fig. 15. Make sure you have at least two inches of clearance over your cab. Remember this measurement, as you will later set the Arm in the rear assembly at the same height. Also make sure that your rack remains perpendicular to the ground as viewed from the side of your truck. Once you are satisfied with the height of your rack mark the Leg through the pre-drilled hole at the base of the Spine as shown in Fig. 16. Remove the rack from the truck bed and drill the Leg straight through the as shown in Fig. 17. Make sure that the hole you are drilling is parallel to the predrilled hole at the bottom of the Leg and at right angles to the one you drilled in the Leg earlier.



Fig. 15



Fig. 16



Fig. 17

11. MOUNT THE FRONT ASSEMBLY. To fully mount the rack place a nylon washer on the Long Wing Screw and insert the end through the hole near the base of the Spine and through the hole you drilled in the side of the Leg until it engages the threaded hole on the other side. Turn the screw until it is tight. Place the bottom of the Leg into the hole in the floor of the bed and lean the rack back against the Base. Use the Short Wing Screw with washer to attach the rack to the Base. Tighten all screws firmly.

12. **INSTALL REAR ASSEMBLY.** Assemble and install the rear portion of the rack in the same manner as front. To be properly installed, both portions of the rack must sit firmly in the bed without moving. 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. When the rack is assembled, the rack should appear as show in Fig.



Fig. 18



Fig. 19



Fig. 20

13. **STOWING YOUR RACK.** To stow your rack first remove the rack assembly by unscrewing the Short Wing Screw and lifting the Leg stud out of the hole in the floor. As shown in Fig.18 next place the assembly on the ground and unscrew the Large Eye-bolt. This will allow you to fold the Arm and Brace down as shown in Fig. 19. Next unscrew the Long Wing Screw and push the Leg up inside the Spine until the hole at the bottom of the Leg aligns with the hole at the bottom of the Spine. Re-insert the screw and tighten to hold the Leg in place. Finally take the Large Eye-bolt and pass it through the bottom hole in the Brace and tighten it into the L-Nut. The compact assembly is now ready to store behind the seat or your truck or any other convenient place.



Fig. 21



Fig. 22