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U.S. Rack™ Inc. – 2850 Falcon Drive, Madera, CA 93637 – 1-888-877-2257

INSTRUCTIONS for the SCHOONER Aluminum Stake Pocket Truck Rack
WARNING: Do NOT attempt to install or use this rack without following all instructions.

SPECIFICATIONS and SAFE LOADING REQUIREMENTS

The Schooner Aluminum Stake Pocket Truck Rack is intended to carry ladders and other cargo not exceeding 500 lbs and ONLY on pick-up trucks with stake pockets. **This rack is designed to carry loads, which are spread across the width of the support spans and shared evenly between the front and rear spans. It is not designed to carry loads where a force of over 100 lbs. is concentrated on any space less than 12 inches wide along either span or where a force of over 250 lbs overall is loaded on either span. This product is not warranted for use off-road or on unimproved or poorly maintained or bumpy roads, nor is warranted when used contrary to instructions or specified uses.** U.S. Rack does NOT warrant any automotive product and does not warrant truck bed rails against damage or failures 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 improperly loaded, nor is it responsible for injury or property damage resulting from loads or parts of loads falling or being blown off a vehicle.** Loads extending beyond the rear bumper of the vehicle must be designated with a red flag during daylight or red light during darkness in accordance with the state vehicle code. Ensure that neither the rack nor any cargo blocks the view of tail or brake lights from rear.

BE SAFE: Carrying any load can be hazardous. All loads must be tied down securely to the rack to prevent them from vibrating or sliding forward, backward, laterally or being blown off or broken by unexpected wind or road hazards such as potholes. Check each time you install the rack, load the rack, as well as daily to ensure that all connections are tight. Periodically check welds for cracking caused by metal fatigue. Avoid roll over by ensuring that loads are not top-heavy. High loads must be transported with GREAT CAUTION to prevent loads from striking low overhead objects or tipping during turns, abrupt stops, or high winds.

WARRANTY for the SCHOONER STAKE POCKET RACK

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. Normal use of any powder-coated rack and exposure to weather can result in scratching of the surface, exposing metal below; therefore, maintenance on your rack will be required. To prevent rust, spot paint any scratches or breaks in the surface with a high quality metal paint. **Merchandise must be returned in the original box and packaging.** See return policies and procedures at http://www.usrack.com/merchandise_return_policy.php

INVENTORY

Your safety is paramount. Before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory list and check all welds for signs of cracking or weakness. Manufacturing and shipping mistakes can happen. If you think you have received the wrong product for your model truck, if you do not have all the correct parts, 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. If you have any questions about installation, call customer service. Also, instructions are also NOT for 2001-2006 Toyota Tundras.

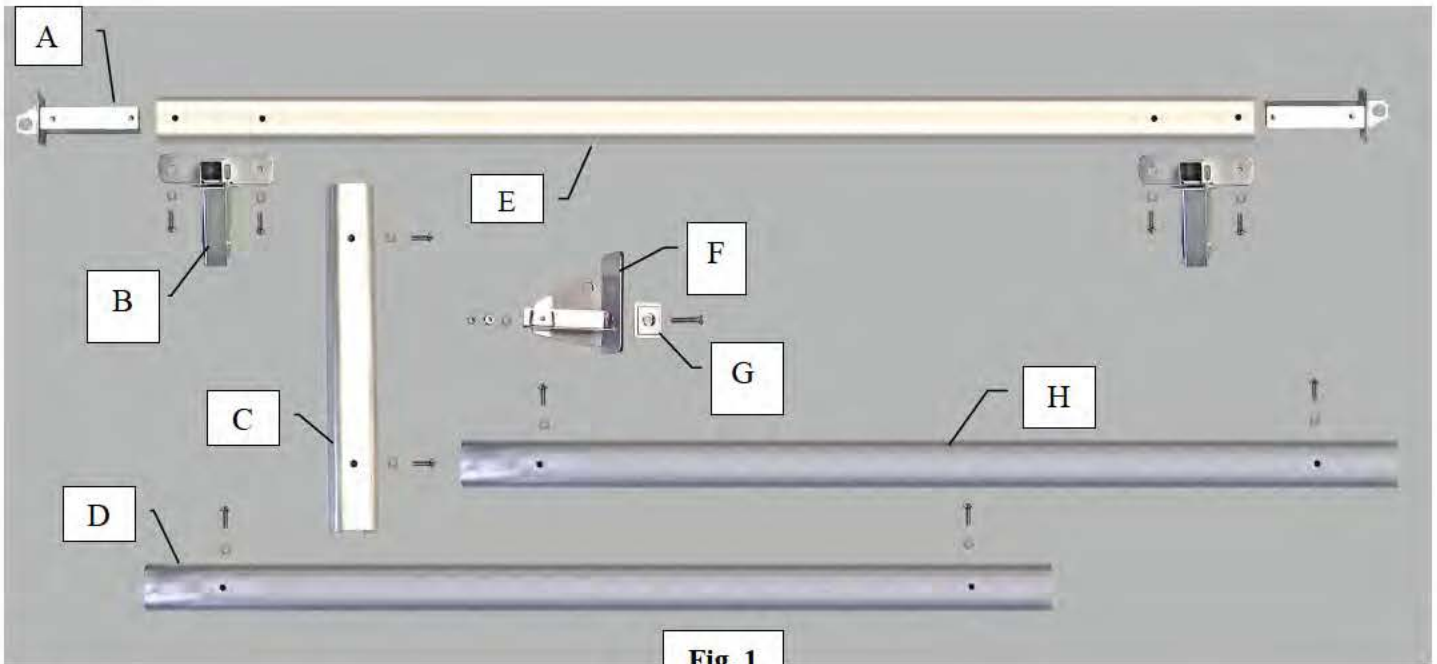


Fig. 1

- A. End Connector (x4)
- B. Top Connector (x4)
- C. Legs (x 4)
- D. Front Crossbar (x1)
- E. Side Rail (x2)
- F. Base (left x2) and (right x2)
- G. Stake Pocket Insert Plate (x4)
- H. Rear Crossbar (x1)

Additional Hardware: 3/8-16 x 1" button head cap screws (x20); 3/8-16 x 2.5" carriage bolts (x4); 3/8-16 flange nuts (x4); 3/8-16 nylon lock nuts (x4); metal washers (x24); Allen wrench to fit the cap-screws
 NOTE: Some screws, washers, and nuts may be attached to other parts.

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

IMPORTANT: ALL Stainless Steel Screws have been DIPPED IN A GRAY COATING to help prevent threaded parts from sticking together. However, you should have also received a small tube of grease. Coat the threads of ALL SCREWS with grease BEFORE ASSEMBLY TO MAKE ASSEMBLY EASIER AND TO PREVENT THEM FROM SEIZING-UP DURING DISASSEMBLY.

Figures 2 and 3, below, show an overview of how the parts of this rack fit together.

FIG. 2

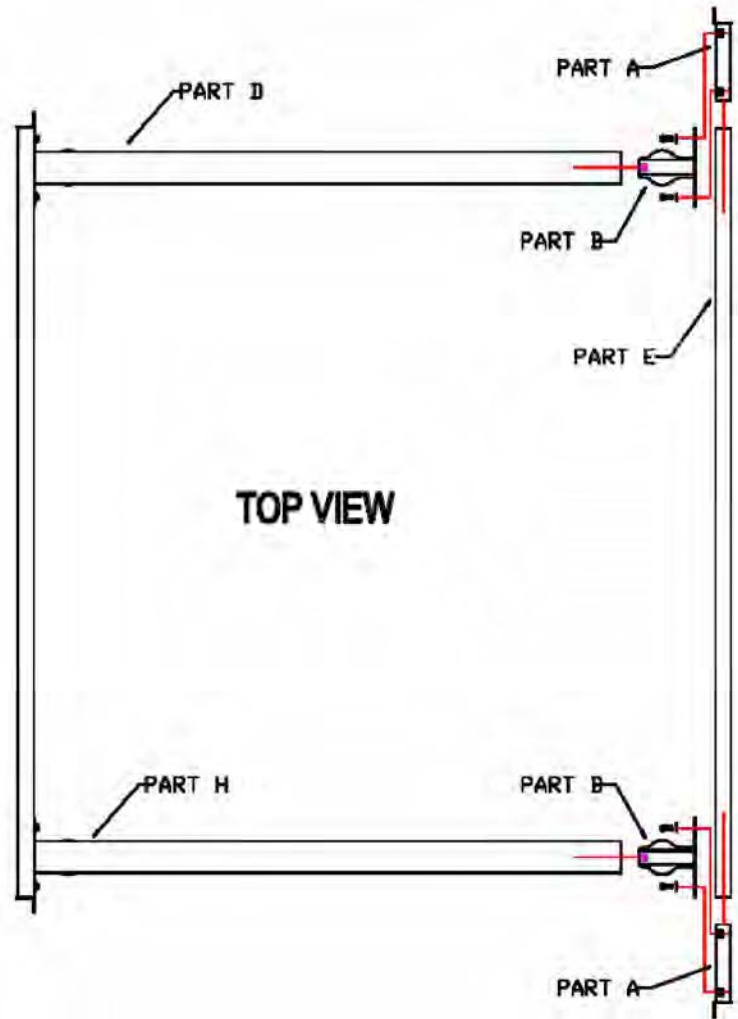
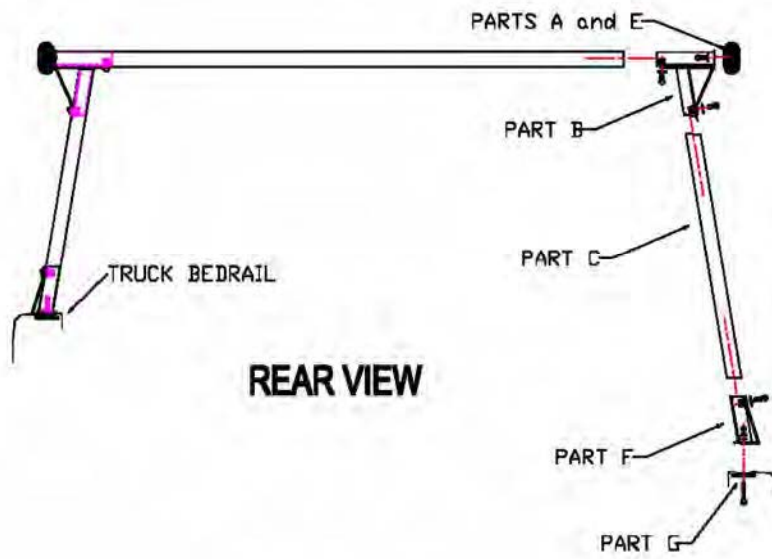


FIG. 3



1. **Examine the Bases.** Notice that there is a threaded hole in vertical part of the Base (F). If it contains a screw and washer, remove them for now.

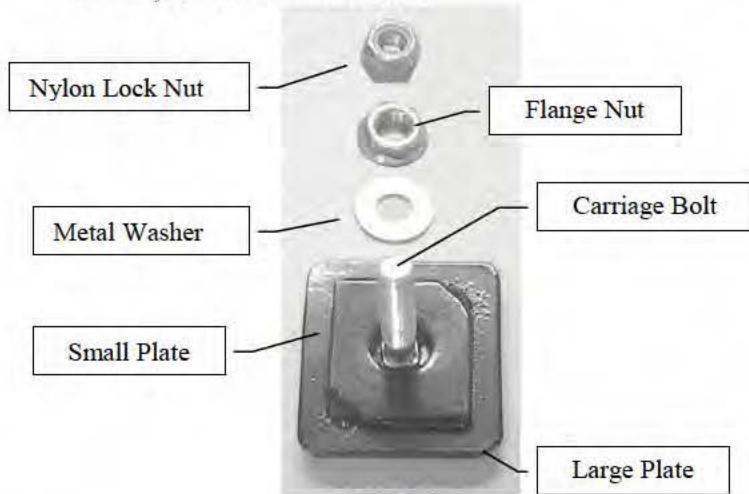


Fig. 4

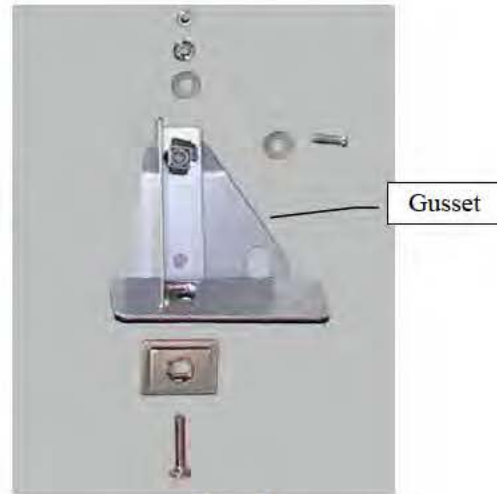


Fig. 5

2. **Examine Stake Pocket Insert Assembly.** Referring to Figs. 4 and 5, notice that the assembly contains a carriage bolt, metal washer, flange nut, and a nylon lock nut. These parts should always be assembled in this order. Examine the Pocket Insert Plate (G) and notice that it consists of a rectangular plate with a square hole upon which a smaller plate or shape is welded. The proper configuration of this assembly is to have the smaller plate or shape on top of the larger plate with the carriage bolt inserted from the bottom. When you receive your rack, normally the Pocket Insert Plate, washer and nuts are already attached to the Base, but if not, assemble them in the order shown in Figs. 4 and 5. This is how the parts will appear when being inserted into the stake pocket. The flange and nylon lock nuts will be screwed onto the end of the screw but not tightened until after the Insert Plate is seated in the stake pocket.

INSTALLATION

3. **Install Bases.** Park your truck in a safe and level place. To install the Bases first ensure that an Insert Plate is hangs from each one. Notice that there is gusset welded to each Base which contains a large oval shaped eyelet hole. This hole is used as a tie-down point when using ratchet straps or ropes with your rack. Orient the Base so that this gusset is always toward the outside of the truck. The eyelets in the gussets should be oriented so that they face each other (the eyelet in each of the rear Bases face toward the cab and the eyelet in the front Bases face toward the rear). Place the Stake Pocket Insert Plate down into the stake pocket as shown in Fig. 6. Seat the insert plate as in Fig. 8. Ensure that the larger portion of the plate is fully seated below the rim of the stake pocket and the smaller raised portion of the Insert fits and is seated within the profile of the rectangular hole. It is **critical** that the raised portion of the small plate fits within this profile and that no edge of the larger plate is visible from above, even when the smaller plate is moved around within the profile of the pocket. This will ensure that when the nuts are tightened the carriage bolt and plate cannot spin, slide to one side, or come out of the pocket. **If you cannot seat the plate in accordance with these directions, STOP, and contact customer service at 1-888-877-2257 before proceeding with installation.** After properly seating the Insert, continue to pull up gently on the Base to keep the Insert Plate from falling back down into the pocket as you tighten the flange nut. **DON'T forget to apply the anti-seize grease to the screw threads of all screws before tightening or you may not be able to remove the nuts later.** Tighten until the Base is firmly seated on the bedrail as in Fig. 7, but not so tightly that the truck sheet metal is bent or the bolt threads are stripped. Finally, screw the nylon lock nut down onto the top of the flange nut to keep it from spinning.



FIG. 6



FIG. 7

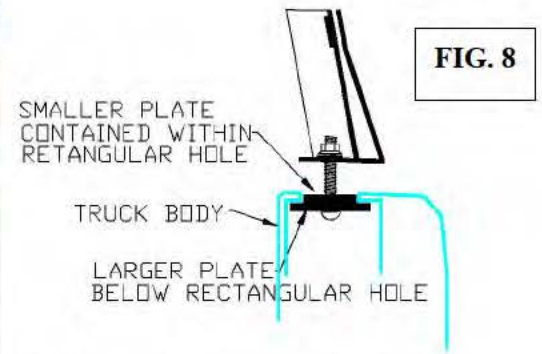


FIG. 8

4. **Attach the Crossbars to Top Connectors and Top Connectors to Legs.** Attach the crossbars (D) and (H) to the Top Connectors (B) in accordance with Fig. 9. In some cases the Front and Rear Crossbars are not the same length, so if they are not, the longer Crossbar will be positioned in the front. Begin assembly with the Top Connectors and notice that each has an angular projection containing a threaded hole. Slide the projection into the ends of the each Crossbar until the holes in the Crossbar align with the threaded hole in each Connector. Place a metal washer onto a 1" button head cap screw and thread it into each hole then tighten it loosely. Do NOT tighten these screws fully at this time. Next loosely attach the Legs to the Top Connectors in a similar manner using screws with washers.

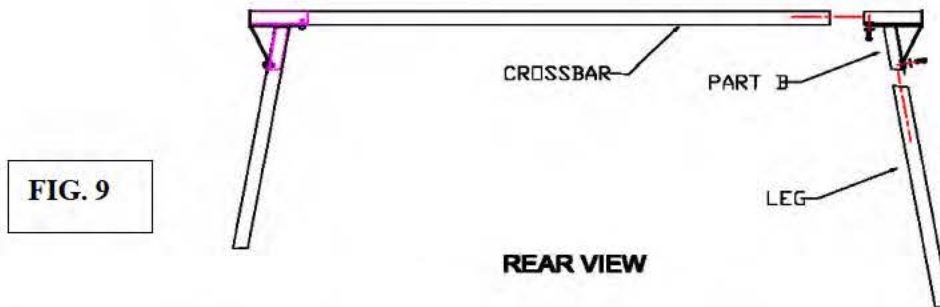


FIG. 9

REAR VIEW

5. **Attach the Crossbar/Leg Assemblies to the Bases.** Examine Fig. 10, below. Lower the tailgate of your truck and step up inside with the Middle Crossbar/Leg assembly. Place the bottom of one Leg over the angular projection on the Base and slide it down until the hole in the bottom of the Leg aligns with the threaded hole in the Base. To do this, it will be necessary to tilt the Crossbar so that the Leg you are attaching is aligned with the angular projection on the Base. Next align the bottom of the other Leg with the other Base and attach similarly. Notice that since you have not tightened the screws in the Crossbar and Legs, there is flex in the assembly which allows you to roughly align the parts and complete the assembly. After the Legs and Bases are attached, insert screws with washers into the threaded holes as shown in Fig. 11. Now tighten ALL of the screws firmly with an Allen wrench, but not so firmly that you strip the threads or deform the parts. *NOTE: In the event that you find it to difficult to flex the bottom of the second Leg onto the second Base, you may loosen one or both of the bases a little to allow them to move or tip to the appropriate angle for assembly. Then before seating the Leg all the way onto the base, leave enough space to re-tighten the nuts on the carriage bolt.*

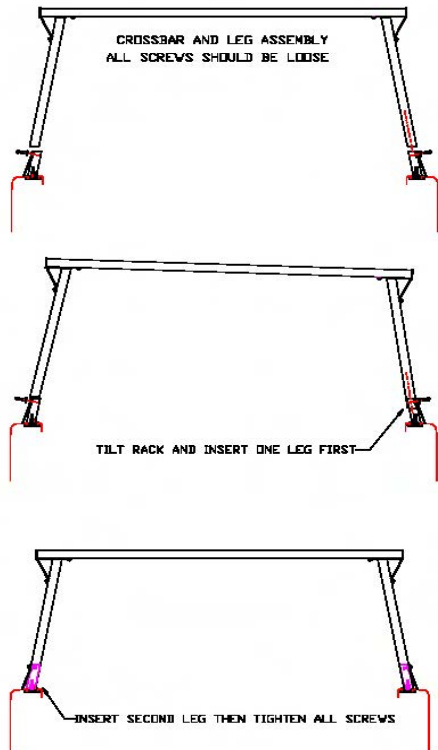


Fig. 10



Fig. 11

8. **Attach Side Rails to the Crossbars.** Examine the End Connectors (A) and notice that they have two threaded holes. As shown in Fig. 12, insert an End Connector into one end of one of the Side Rails until the holes in the Side Rail align with the threaded holes in the Connector. Hold the front of the Side Rail up against the front Top Connector and align the holes in the Top Connector with those in the Side Rail. Insert a 1" screw with washer into one of the holes and attach the front of the Side Rail. Moving to the rear, attach the Rear Top Connector to the back end of the Side Rail similarly. Attach the Side Rail on the other side of the truck in the same manner and then insert screws with washers into all remaining holes and tighten firmly. When completed the Top Connectors should appear as shown in Fig. 13.



Fig. 12



Fig. 13

9. **Insert and tighten all screws and nuts on the rack firmly,** so that all members of the rack are held rigidly together so the rack cannot move in the stake pockets when pressure is applied. Tighten the fasteners firmly, but not so tightly that the sheet metal or threaded parts are damaged. Frequently recheck tightness of threaded parts. When completed the rack should appear as shown below.



Fig. 14

REMEMBER TO BE SAFE: Carrying any load can be hazardous. Avoid roll over. As with all racks, ensure that loads are not top-heavy. Loads should be placed so that the center of mass of the load is no closer than 24” from the sides of the rack. High loads must be transported with GREAT CAUTION to prevent loads from striking low overhead objects and from tipping during turns, abrupt stops, or high winds. Loads extending beyond the rear bumper of the vehicle must be designated with a red flag during daylight or red light during darkness in accordance with the state vehicle code.