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

INSTRUCTIONS for STAKE POCKET RACK FOR 2000-2006 TUNDRA only
WARNING: Do NOT attempt to install or use this rack without following all instructions.

SPECIFICATIONS and SAFE LOADING REQUIREMENTS

The Stake Pocket 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.

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.

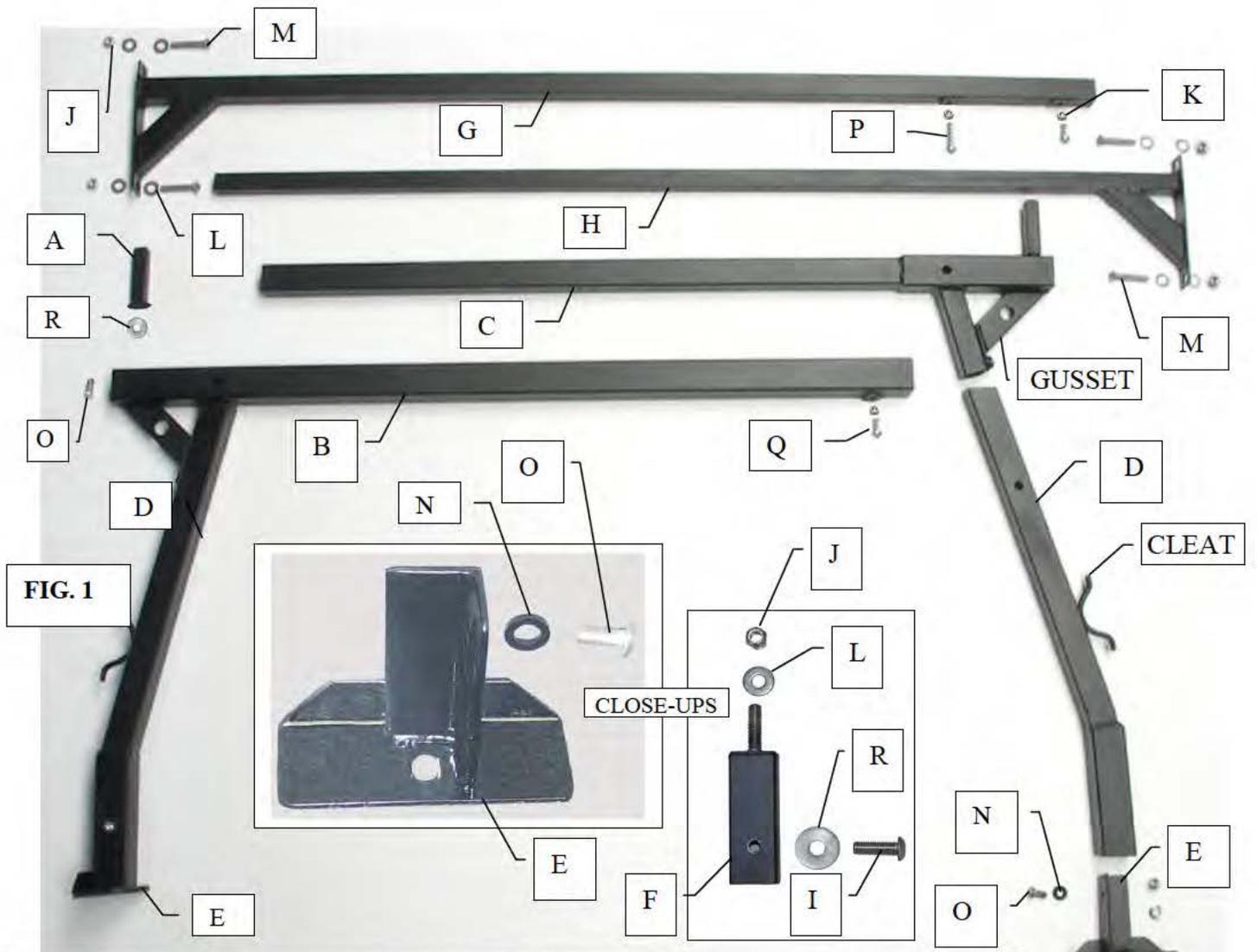


FIG. 1

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|--|---|
| A. Nut Tube (x 4) | B. Female Crossbar (x 2) |
| C. Male Crossbar (x 2) | D. Leg (x 4) |
| E. Base (x 4) | F. Stake Pocket Insert (x 4) |
| G. Female Side-Bar (x 2) | H. Male Side-bar (x 2) |
| I. 3/8-16 x 1.25" Button-head Cap-screw (x4) | J. 3/8-16 Nylon Lock-nut (x 16) |
| K. 3/8-16 Hex Flange Nut (x6) | L. 3/8 x 7/8 inch Metal Flat Washer (x8) |
| M. 2-1/2 inch Button-head Cap-screw (x 8) | N. 3/8 inch Nylon Washer (x 20) |
| O. 3/8-16 x 1" Button Head Cap Screw (x 12) | P. 3/8-16 x 1.75" Button Head Cap Screw (x 2) |
| Q. 3/8-16 x .75" Button Head Cap Screw (x 4) | R. 3/8 x 1.25 inch Metal Fender Washer (x8) |
- Also included but not shown is an Allen wrench to fit the cap-screws and plastic end caps. NOTE: Some screws, washers, and nuts may be attached to other parts.

ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

GRAY COATING

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.

1. **Attach Nut Tubes To Crossbars.** Pick up and examine both the Female and Male Crossbars (B and C). Notice that there is a hole in the top of each Crossbar near the end. Remove the caps from the ends of the Crossbars. Insert a 1" button head cap screw up through the hole from the inside and then place a metal fender washer over the end. Screw a Nut Tube (A) onto the end of each screw as shown in Fig. 2, then using the Allen wrench to hold the screw in place, tighten the nut tube until it is firmly seated. Replace the caps on the ends of each Crossbar.
2. **Attach Legs and Crossbars.** Pick up and examine the Legs (D). Notice that there is a hole near the top on the same side of the Leg as the rope cleat (Fig. 1). Slide each Leg onto the tube projecting down from each Crossbar as far as it will go, and align the hole in the bottom of the gusset with the hole in the Leg. Place a nylon washer onto a 1-inch long screw and twist it into the hole so that it engages the threads inside as shown in Fig. 5. Secure each Leg to the Crossbar by tightening the screws firmly with the Allen wrench. Lay the Crossbars down with the male side on the right and the female side on the left as shown in Fig. 1. Complete the Crossbar assembly by inserting the male side into the female side.
3. **Examine the Bases.** Notice that there is a threaded hole in vertical part of the Base (E). If it contains a screw (P) and washer (N), remove them for now.
4. **Examine Stake Pocket Insert Assembly.** Referring to Fig. 3, notice that the assembly includes the Stake Pocket Insert (F), 3/8-16 x 1-1/4" button-head cap-screw (I), nylon lock nut (J), metal flat washer (L), and fender washer (R). Examine the Pocket Insert (F) and notice that it consists of 1.25" square tube with a metal cap and a threaded spindle projecting from the top. One side of the tube also has a threaded hole. When you receive your rack, the Pocket Insert, washers and nuts may already be attached to each other or the Base, but if not, assemble as shown in Fig. 4. This is how the parts will appear when being inserted into the stake pocket. The nylon lock nut will not be added until later.

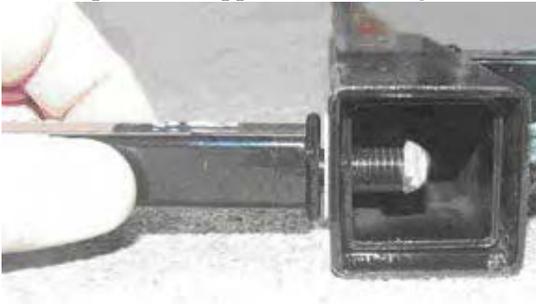


Fig. 2



Fig. 3



Fig. 4

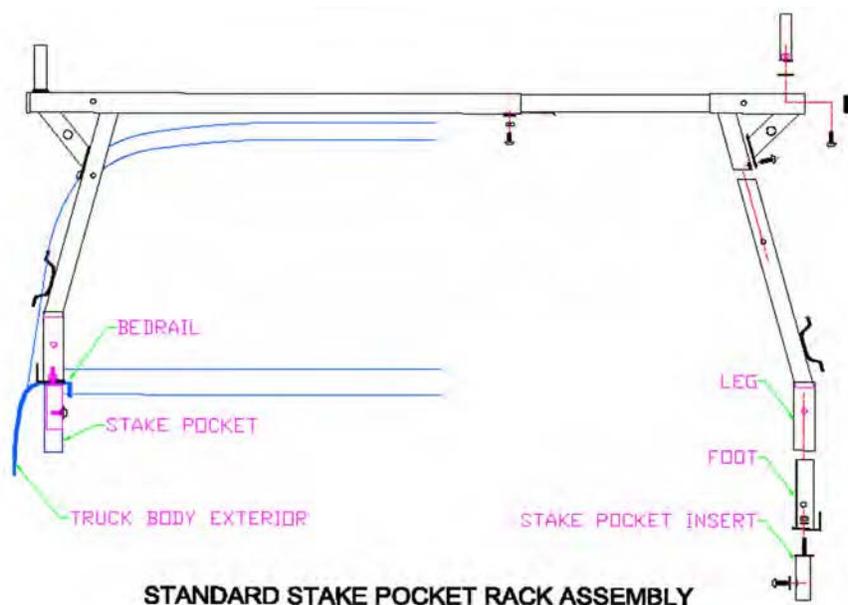


Fig. 5

5. **Attach the Male and Female Leg-Crossbar Assemblies.** Feed the smaller horizontal crossbar into the open end of the larger crossbar until they appear as in Fig. 5. Notice that there is a threaded hole on the bottom side of the female crossbar. Twist a 1-inch long button-head cap screw a couple rotations into this hole, but do not tighten further for now.

6. **Examine Side Bars.** Examine the Female Sidebars (G) and Male Sidebars (H) which come assembled in the package. Notice that there are two threaded holes on the bottom side of each Female Sidebar. One hole contains a 1-inch long and one contains 1.75-inch long button-head cap-screw. A lock nut is threaded on each screw and this serves as a jam nut. Loosen each flange nut and thread it up until it nearly reaches the head of the screw and notice how the screws can then turn.

INSTALLATION

7. **Install Bases.** Examine the stake pockets and notice that in addition to the opening at the top each stake pocket has a round hole that runs between the stake pocket and the inside of the truck bed. This hole is about 3 inches below the bedrail of the truck. Begin installation by picking up one of the bases. Hanging from it by the spindle should be the Stake Pocket Insert. Orient the Insert so that the side of the tube with the threaded hole is facing the inside of the bed of the truck. Notice that there is a vertical portion of the base which is cut on both sides at a 45 degree angle. Orient the base so that this portion of the base is always facing the outside of the truck as shown in Fig. 6. Place the Pocket Insert Fully into the stake pocket down into the pocket until the hole in the side of the Insert aligns with the hole in the side of the Stake Pocket. Place a finder washer on the 3/8-16 x 1-1/4" button-head cap-screw and insert it into the hole on the inside of the bed and screw it into the threaded hole on the side of the insert. Using the Allen wrench, tighten the screw firmly, but not so firmly that you strip the threads. Next tighten the nylon locknut at the top of the spindle to secure the foot of the rack as in Fig. 7.



Fig. 6



Fig. 7

8. **Attach Cross-bar Assembly to Base.** Lower the tailgate of your truck and pick up one of the Cross-bar/Leg assemblies. Step up into the truck bed. As shown in Fig. 8, spread the legs apart to the proper distance and place the bottom of the Legs over the vertical portion of the Bases mounted right behind the cab. Note that the hole in each Base aligns with a hole in each Leg. **NOTE: WHEN THE BASES AND LEGS ARE PROPERLY INSTALLED, THE HOLE IN THE VERTICAL PORTION OF EACH BASE AND IN THE HOLE IN EACH LEG ARE ALWAYS ON THE LEFT WHEN VIEWED FROM OUTSIDE THE TRUCK. THIS MEANS THAT THE SCREW HOLES FACE TOWARD THE CAB ON THE DRIVER SIDE OF THE TRUCK AND TOWARD THE TAILGATE ON THE PASSENGER SIDE.** Locate the screws and washers previously removed from the Bases, and insert them through the holes in the Legs into the threads in the Bases and lightly tighten as shown in Figs. 9 and 10. When assembled the front Crossbar assembly should appear as in Fig. 15, below. Install the rear portion of the rack into the stake pockets in the same manner as the front.



Fig. 8



Fig. 9



Fig. 10

9. **Attach the Side Bars to the Legs.** Notice that there are two holes near the top of the Legs on the assembled rack. Notice that the two holes correspond to the two holes in each end of the Sidebars. Place a nylon washer on a 2-1/2 inch screw (M) and pass it through the hole in the front crossbar and then through the top hole in the end of a Female Sidebar. Attach a metal washer and nylon lock nut onto the end of the screw. Attach the male end of the Sidebar to the rear Crossbar in the same manner as the female was attached to the front. Screw the bottoms of the Sidebars to the Legs in the same manner as the tops were attached to the Crossbars. Align the legs to ensure that they are plumb. NOTE: Make sure that the Sidebars are oriented so that the Female is in the front and the Male is in the back, otherwise, when driving in the rain, water can be forced into the interior of the Sidebars and cause rusting.



Fig. 15



Fig. 16

10. **Fix the length of the Sidebars.** Tighten the Long screws on the bottom of the female Sidebars until impressions are left in the paint of the male Sidebar. Loosen screws and remove each Male from the Female Sidebar. Using a 3/8" bit, drill a hole in one side of the male Sidebar where each LONG screw has left an impression. DRILL ONLY THROUGH THE FIRST WALL OF THE TUBE, NOT THE SECOND. After drilling, reassemble the Sidebars and tighten the screws until they pass through the holes in the first wall of the male tube and make contact with the second. Tightening both long and short screws firmly will drive the male tube against female tube. Now tighten the flange nuts to keep the screws from vibrating loose.

11. **Tighten each screw and nut on the rack firmly**, so the rack cannot move in the stake pockets when pressure is applied, but not so firmly that the sheet metal or threaded parts are damaged. Frequently recheck tightness of threaded parts.

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.

WARRANTY for 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