



## **INSTRUCTIONS for STAKE POCKET RACK**

**WARNING: Do NOT attempt to install or use this rack without following all instructions.**

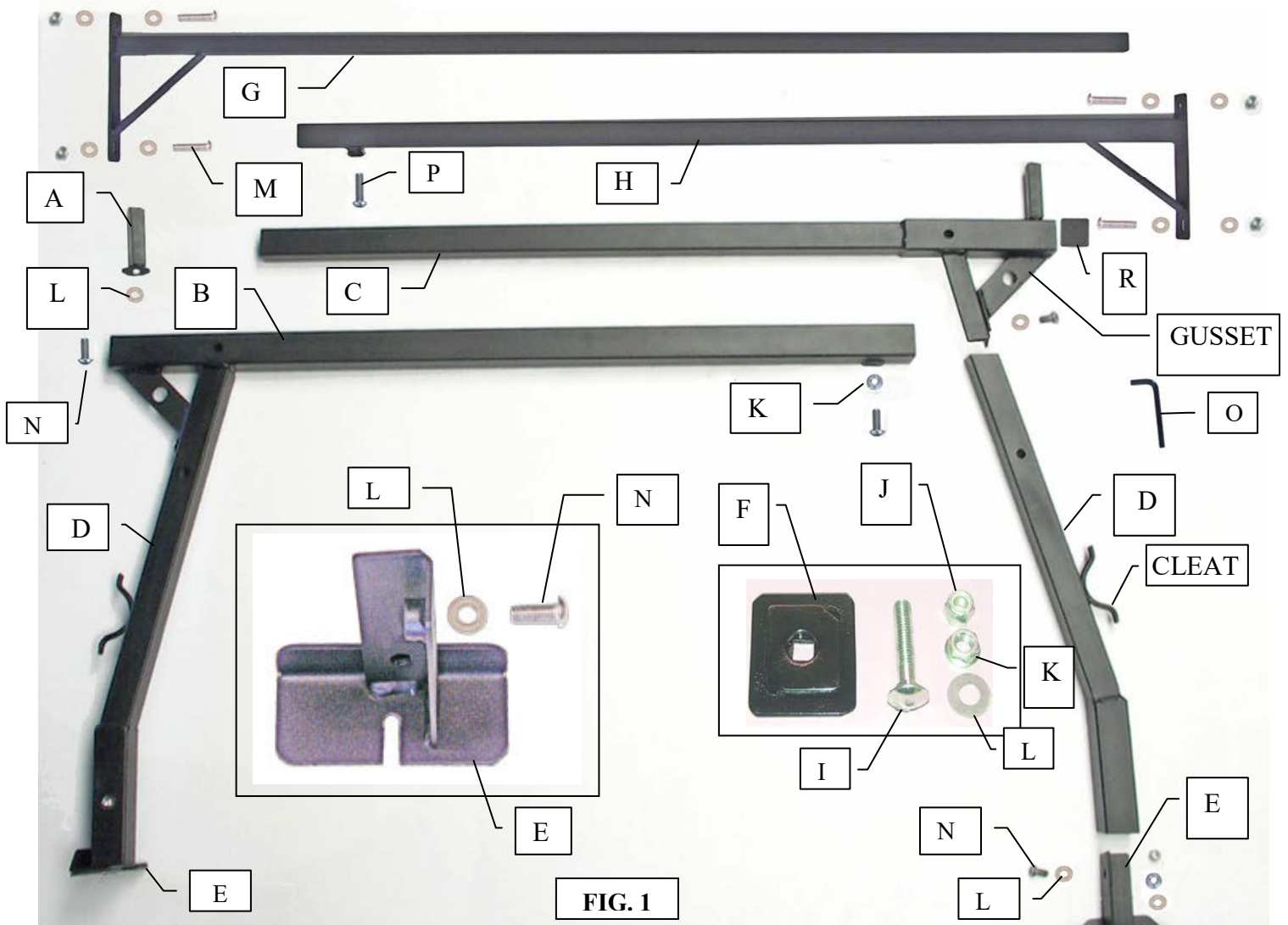
### **SPECIFICATIONS and SAFE LOADING REQUIREMENTS**

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. These instructions are for the standard and wide configurations of the Stake Pocket Rack. They do NOT apply to the 2000-2006 Toyota Tundra for which separate instructions have been written. **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. If you have any questions about installation, call customer service. These instructions do NOT apply to 2000 through 2006 Toyota Tundras.



**FIG. 1**

- |   |   |
|---|---|
| A. Nut Tube (x 4)                         | B. Female Crossbar (x 2)                      |
| C. Male Crossbar (x2)                     | D. Leg (x4)                                   |
| E. Base (x 4)                             | F. Stake Pocket Insert Plate (x 4)            |
| G. Male Side-Bar (x 2)                    | H. Female Side-bar (x 2)                      |
| I. 3/8-16 x 2.5" carriage bolt (x4)       | J. 3/8-16 Nylon Lock-nut (x 12)               |
| K. 3/8-16 Hex Flange Nut (x 6)            | L. 3/8 x 7/8" Metal Flat Washer (x32)         |
| M. 2-1/2 inch Button-head Cap-screw (x 8) | N. 3/8-16 x 1" Button Head Cap Screw (x 12)   |
| O. 7/32" Allen Wrench                     | P. 3/8-16 x 1.75" Button Head Cap Screw (x 2) |
| Q. Small tube of clear flexible caulk.    | R. 1-3/4" Square Plastic Cap (x4)             |

**NOTE: Some screws and washers will already be attached to other parts!**

### ASSEMBLY

Read ALL instructions through once BEFORE you do anything!



GRAY COATING

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**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.

As shown in Fig. 2, below, your Stake Pocket Rack will have either the standard configuration or the extra wide configuration. The assembly procedures for each are identical; only the shape of some of the parts is different.

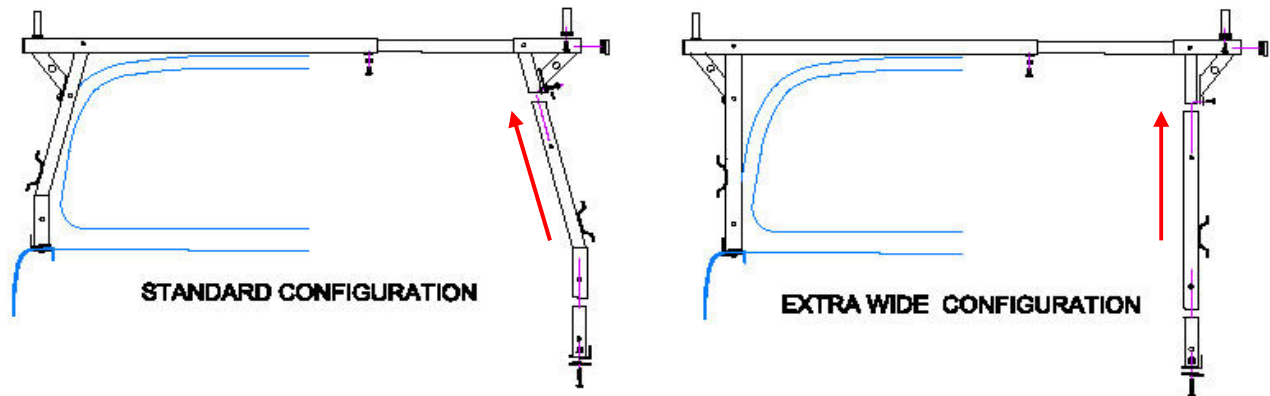


Fig. 2

1. **Attach Nut Tubes and Assemble 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 cap from the end of the Crossbars. As with every screw, apply grease to a 1" button head cap screw and insert it up through the hole from the inside and then place a metal washer (L) over the end. Screw a Nut Tube (A) onto the end of the screw as shown in Fig. 3, then using the Allen wrench (O) to hold the screw in place, tighten the nut tube until it is firmly seated on the Crossbar. Replace the caps on the ends of each Crossbar. Slide the male side of the crossbar into the female side. Notice the threaded hole on the bottom side of the female crossbar. Screw a flange nut on to a 1-inch long button-head cap screw (N) then twist the screw a couple rotations into this hole, but do not tighten further for now
2. **Attach Crossbars to Legs.** Examine the Legs (D). Notice that there is a hole near the top of the Leg on the same side as the rope cleat. Referring to Fig. 2 above, slide a Leg as far as it will go onto the metal angle projecting down from each Crossbar, and align the hole in the bottom of the gusset with the hole in the Leg. Place a metal washer onto a 1-inch long screw and screw it into the hole so that it engages the threads inside. Secure each Leg to the Crossbar by tightening the screws firmly with the Allen wrench.
3. **Examine the Bases.** Notice that there is a threaded hole in vertical part of the Base (E). If it contains a screw (N) and washer, remove them for now.
4. **Examine Stake Pocket Insert Assembly.** Referring to Fig. 4, notice that the assembly contains a carriage bolt (I), nylon lock nut (J) and flange nut (k), metal washer (L). Examine the Pocket Insert Plate (F) and notice that it consists of a rectangular plate with a square hole upon which a smaller profile is welded. The normal configuration of this assembly is to have the smaller profile 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 the parts as shown in Fig. 5.

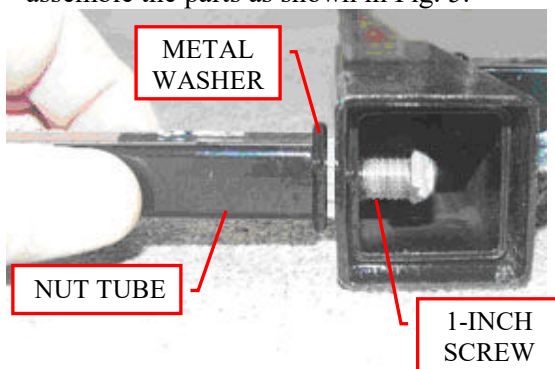


Fig. 3

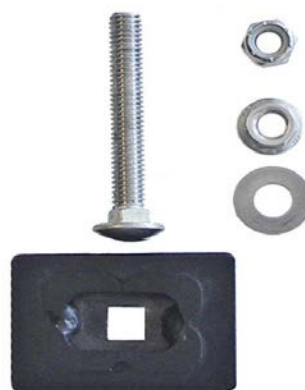


Fig. 4



Fig. 5

5. **Examine Side Bars.** Examine the Male Sidebars (G) and Female Sidebars (H). Notice that there is a threaded hole on the bottom side of each Female Sidebar. This hole may already contain 1.75-inch long button head cap screw (P), if not, insert the screw and thread in a few turns.

## INSTALLATION

6. **Install Bases.** Begin installation by picking up one of the Bases (E). Notice that there is a vertical portion of the Base which is about 1" tall. When it is installed, this part of the Base will always be located toward the outside of the truck. Grasp the Pocket Insert Assembly by the carriage bolt and insert it into the stake pocket as shown in Fig. 7 and 8. Examine Fig. 8 carefully. 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 seats 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. After the Pocket Insert Plate is properly seated, continue to pull up gently and adjust the flange nut and washer downward so that there is just enough space to slide the bottom of the Base under them. Slide the Base so that the carriage bolt passes all the way into the slot in the Base. After the Base is properly positioned and the Insert Plate is securely seated, tighten the flange nut firmly but so firmly that the truck sheet metal is bent or threads are stripped. Tighten down the nylon lock nut as shown in Fig. 11.



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11

7. **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. 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 as shown in Fig. 12. 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 Leg holes into the threads in the Bases and lightly tighten as shown in Figs. 13 and 14. 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.

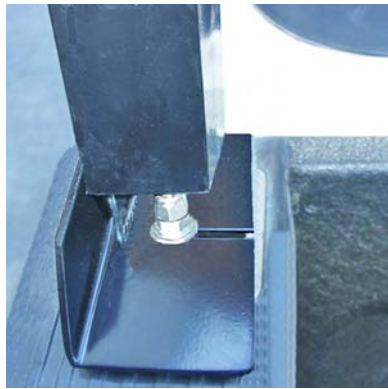


Fig. 12

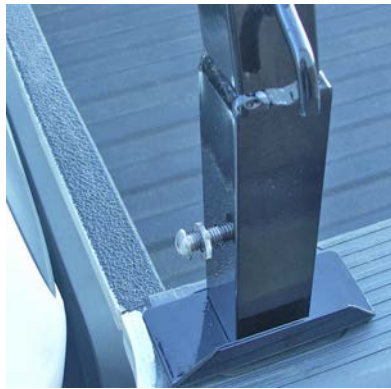


Fig. 13

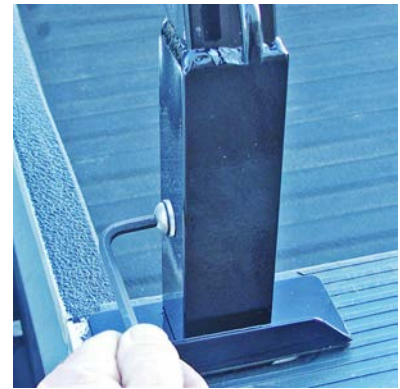


Fig. 14

8. **Attach the Side Bars to the Legs.** Notice that there are two holes near the top of the Legs on the assembled rack, and that the two holes correspond to the two holes in each end of the Sidebars. Place a metal 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 loosely. Insert the male Crossbar into the female Crossbar and 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. **NOTE:** Make sure that the Sidebars are oriented so the Female is in the front and the Male is in the back, otherwise, rain can be forced into the interior of the Sidebars and cause rusting. We have also included a tube of clear flexible caulk that may be applied after assembly to keep water out of the side tubes and other openings. Just a bead around the male tube at the end of the female tube should help keep the inside dry to prevent interior rust.



Fig. 15



Fig. 16



Clear Flexible Caulk

10. **Fix the length of the Sidebars.** Align the Legs to ensure that they are plumb. Tighten the long screws on the bottom of the Female Sidebars until impressions are left in the paint of the male side. 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 screw has left an impression. **DRILL ONLY THROUGH THE FIRST WALL OF THE TUBE, NOT THE SECOND.** After drilling, reassemble the Sidebars and tighten screws until they pass through the holes in the first wall of the male tube and make contact with the second. Tightening the screws firmly will compress the male tube against female tube. When fully assembled your Stake Pocket Rack should appear as in Fig. 16.

11. **Tighten each screw and nut on the rack firmly but not so tight that the threads are damaged.** Ensure the rack cannot move in the stake pockets when pressure is applied. **Carrying any load can be hazardous. 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 state codes.