



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

**INSTRUCTIONS for STAKE POCKET RACK for 2002-2006 Toyota Tundras 4 SEP 08**  
**WARNING: Do NOT attempt to install or use this rack without following all instructions.**

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

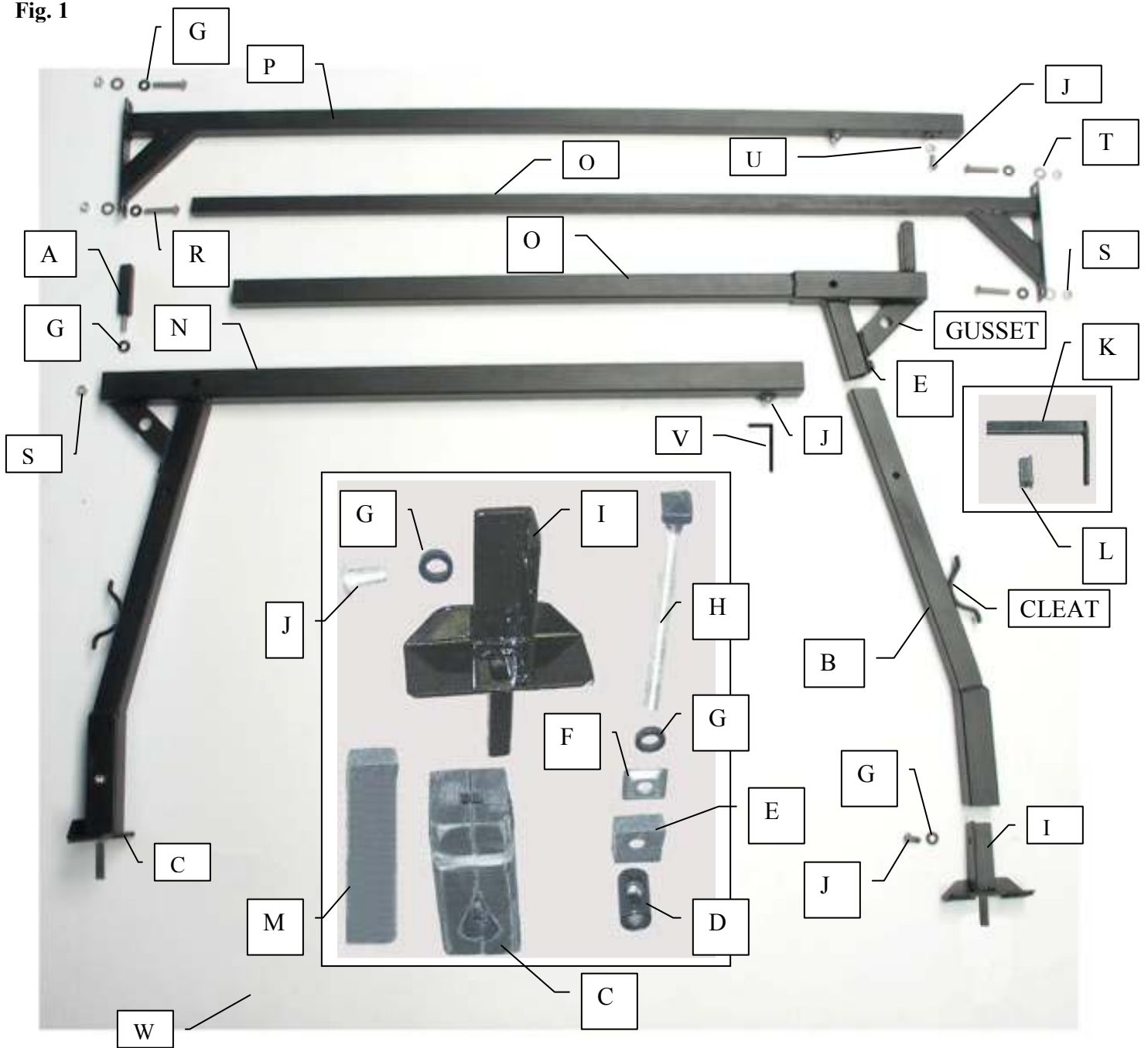
The Stake Pocket Rack is intended to carry ladders and other cargo not exceeding 500 lbs and **ONLY** on pick-up trucks with stake pockets. **This rack is designed to carry loads, which are spread across the width of the support spans and shared evenly between the front and rear spans. It is not designed 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**



- |   |  |
|---|--|
| A. Nut Tube (x 4)                       | B. Leg (x 4)                               |
| C. Stake Pocket Insert Block (x 4 pair) | D. Barrel Nut (x 4)                        |
| E. Rubber Square (x 4)                  | F. Square Washer (x 4)                     |
| G. Nylon Washer (x 20)                  | H. Square-head Screw (x 4)                 |
| I. Base (x 4)                           | J. 1-inch Button-head Cap-screw (x14)      |
| K. Square-head wrench (x 1)             | L. 1-3/4 inch Square Plastic End Cap (x 4) |
| M. Rubber Stake Pocket Spacer (up to 8) | N. Female Cross-Bar (x 2)                  |
| O. Male Crossbar (x 2)                  | P. Female Side Tube (x2)                   |
| Q. Male Side Tube (x 2)                 | R. 2-1/2 inch Button-head Cap-screw (x 8)  |
| S. 3/8-16 Nylon Lock-nut (x 4)          | T. 3/8-inch Metal Washer (x 8)             |
| U. 3/8-16 Jam Nut (x 6)                 | V. 7/32 Allen wrench (x1)                  |
- NOTE: Some screws, washers, and nuts may be attached to other parts.

## ASSEMBLY

Read ALL instructions through once BEFORE you do anything!

1. **Examine the Nut Tubes and Crossbars.** After you have inventoried and inspected all parts, examine the Spindle Tube (A) and notice that it has a threaded spindle projecting from the bottom. Place a nylon washer on the end of the spindle and insert it down into the holes on the top of the Crossbars (N and O). As shown in Fig. 2, place a nylon lock nut (S) on the bottom and tighten firmly. Place a plastic cap (L) on each open end. Also see Fig. 5.
2. **Assemble Crossbars.** Examine the male side (O) and female (N) side of the Crossbars. Put them together by inserting the male side into the female side so the gussets are both on the bottom as shown in Fig. 2.
3. **Attach Crossbars to Legs.** Pick up and examine the Legs (B). Notice that there is a hole at the top of each Leg above the cleat. Slide a Leg onto the tube projecting down from each Crossbar, and align the hole in the bottom of the gusset with the hole in the top of the Leg. Place a nylon washer onto a 1-inch long screw and screw it into the hole so that it engages the threads inside. Attach the Legs securely to the Crossbars by tightening the screws firmly with the Allen wrench so that it appears as it does on the left side of Figs. 1 and 5.
4. **Examine Stake Pocket Insert Blocks (C).** Pick up and examine the plastic Stake Pocket Insert Blocks (C), held together with a black rubber band as shown above in Fig. 2. Notice that there is a square-head screw (H) with a nylon washer (G) above a square metal washer (F) above a thick rubber square (E) that is inserted into the top of each block and screws into a barrel nut (D) within the block. This assembly is shown in Fig. 3 below. This figure also shows how the Insert Blocks spread outward when the screw is tightened.



Fig. 2



Fig. 3



Fig. 4

5. **Examine the Bases.** Notice that there is a threaded hole in vertical part of the Base (I). If it contains a screw (J) and washer (G), remove them for now. Also notice a hole in the bottom of each Base with a tube projecting from the padded bottom. **If not already attached, attach Blocks to Base.** Remove the screws from the Stake Pocket Insert Blocks. Place a nylon washer, then a square metal washer, then a square rubber washer on each Square-head screw. Push all three up to the head of the screw, and then insert the screws down through the tube in each base. Next pass the screw down, through the top of the Insert Block and screw it a few turns into the barrel-nut, allowing the Insert Block to hang below it as in Fig. 4. Tighten the screw just enough to draw the insert blocks up into contact with the bottom of the base, but not so much that it expands them. Hint: Turning the screw with the square rubber washer on it is difficult so it is easier to turn the insert block instead.
6. **Attach the Male and Female Leg Crossbars.** 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 several rotations into this hole, but do not tighten it until it contacts the inner tube.
7. **Assemble Side Bars.** Examine the Female Sidebars (P) and Male Sidebars (Q) which come assembled in the package. Notice that there are two threaded holes on the bottom side of each Female Sidebar. Each contains 1.5-inch long button head cap screw (Q) which serves as a set screw. A flange nut (K) is also threaded on the screw and this can serve 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.

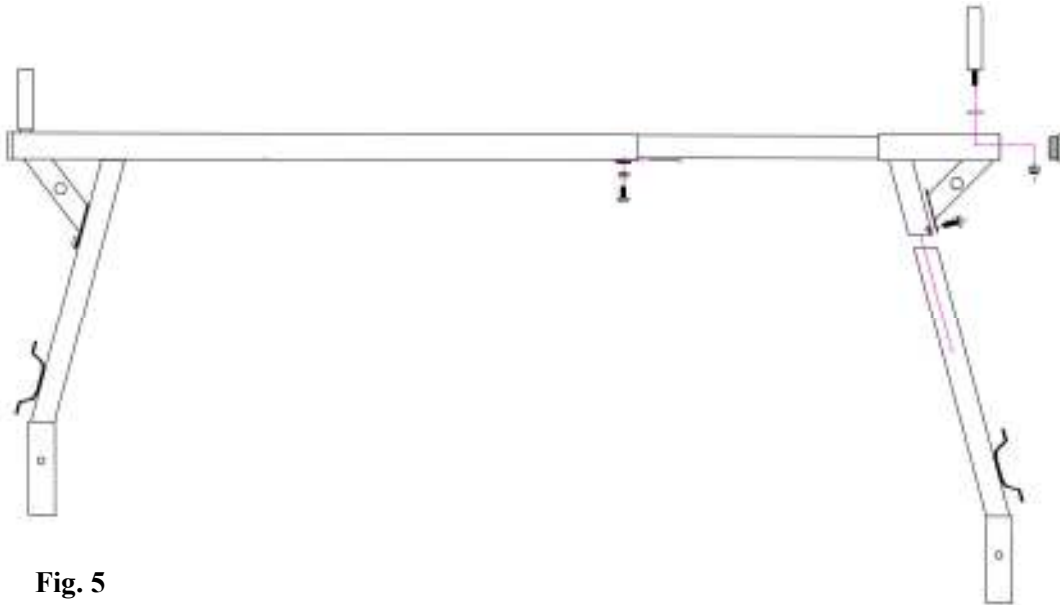


Fig. 5

### INSTALLATION

8. **Insert Stake Pocket Spacers.** If you have a truck with large stake pockets you should use one or two Rubber Stake Pocket Spaces (M) in each stake pocket. The purpose of the spacers is to allow a tight fit in the stake pockets. You can test how tight this will be by inserting a Spacer down into the side of the stake pocket as shown in Fig. 15. When fully seated, the spacer should rest on the bottom of the stake pocket up against the front or rear side of the stake pocket. If you have room to easily slide the Stake Pocket Insert down into the stake pocket with the Spacer in place, then the Spacer should be used. If it is too tight, the Spacer will not be needed. In some model trucks you may have to use two Spacers. If this is the case, place one in the front and one in the back of the pocket.

9. **Install Base/Insert Block Assembly into Stake Pockets.** Examine the bedrail of your truck and notice that it slopes slightly downward toward the outside. Notice also that when the vertical portion of the base is held straight, the bottom of the base when viewed from one end is tilted slightly from the horizontal. When the base is placed on the bedrail it should be oriented so that the vertical portion of the base is vertically straight. To ensure that the base mimics this slope, arrange the Base/ Insert block assembly so that the vertical blade of the base angle is on the outside of the bedrail, as shown in Figs 10. Lower the assembly down into the stake pocket as shown in Fig. 8, ensuring that the top of the blocks remains in contact with the bottom surface of the Base, rather than falling down into the interior of the stake pocket. After it is seated, firmly tighten the Screw with the Wrench as shown in Fig. 9, but not so tightly that it strips threads or deforms the truck sheet metal. Ensure that the square metal washer does not move so that it is outside the edges of the vertical metal angle, otherwise it will not be possible to slip the leg all the way down on the base.

11. **Attach Cross-bar Assembly to Base.** Lower the tailgate of your truck, pick up one of the Cross-bar/Leg assemblies, and step up into the truck with it. Place the bottom of the Legs over the vertical portion of each Base in a manner so that the holes in the Base correspond with the holes in each Leg as shown in Fig. 10. Insert the screw and washer previously removed from the Base, through the hole in the Leg into the threads in the Base as shown in Fig. 11 and tighten loosely. When completed the cross-bar and leg assembly should appear as in Fig. 12. Install the rear assembly into the stake pockets in the same manner.

12. **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 (R) 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.



**Figs. 6**



**7**



**8**



**Figs. 9**



**10**



**11**



**Fig. 12**



**Fig. 13**

10. **Fix the length of the Sidebars.** Tighten the screws on the bottom of the female Sidebars until impressions are left in the paint of the male Sidebar. Loosen screws and remove the Male from the Female Sidebar. Using a 3/8" bit, drill a hole in one side of the male Sidebar where each screw 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 firmly will drive the male tube against female tube. Tighten each flange nut firmly against the tube to keep 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

10. **Attach the Side-bar on the other side of the truck in the same manner.** After all parts are together and lengths are adjusted, tighten all screws firmly in this order: Square-head Screws in Cross-bars, cap screws connecting Legs to Bases, cap

screws in bottom of side bars, cap screws on top of side-bars on the female side, and finally cap screws on top of male side-tubes.

**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. **Merchandize must be returned in the original box and packaging.** See return policies and procedures at <http://www.usrack.com/service.shtml>