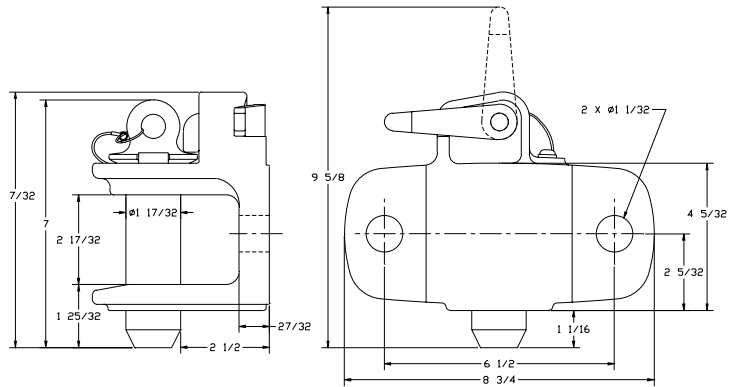


16 & 24 Couplings

16 Pin & Clevis Coupling



Premier's Pin and Clevis model 16 coupling is simple in design yet offers high pull capacity for its size. Often used for dolly haul back, industrial and agricultural operations. This unit can even be mounted on the front bumper of tractors for emergency towing or recovery operations.

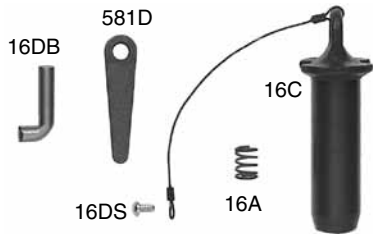


ORDERING INFORMATION

Coupling:
- 16

Optional Accessories:
- None

REPLACEMENT PART INFORMATION



Model 16 Parts Available:

- 16A: Spring
- 16C: Pin & Cable
- 16DB: Lock Pin
- 16DS: Drive Screw
- 581D: Handle Tip

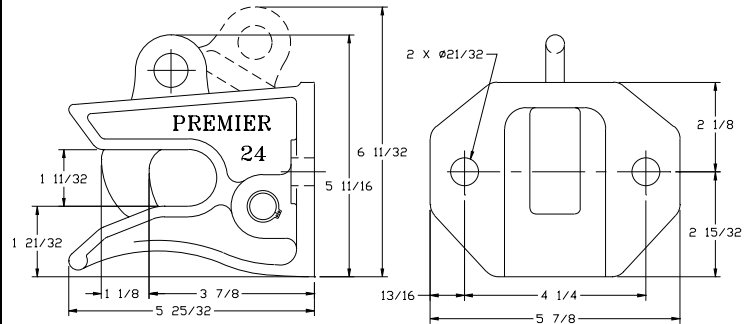
SPECIFICATIONS

Maximum Gross Trailer Weight: 60,000 lbs. (27,215 kg)
Maximum Tongue Weight: not rated
Ultimate Latch Capacity: not rated
Maximum Eye X-Section: 1 13/16 in. (46 mm)
Minimum Eye Opening: 2 in. (51 mm)
Unit Weight: 17.5 lbs. (7.9 kg)

24 Drop-Down Coupling



The 24 coupling provides light duty pulling capacity with very simple operation. The eyelet attached to the top of the hook makes uncoupling quick and easy and can even be used for remote operation (i.e. rope or cable release). Not recommended for over-the-road use, the 24 is ideal for many farm, factory and light industrial applications.



ORDERING INFORMATION

Coupling:
- 24

Optional Accessories:
- None

REPLACEMENT PART INFORMATION



Model 24 Parts Available:

- 25: Hook
- 26: Spring
- 27: Pin
- 44-62: Snap Ring (2)

SPECIFICATIONS

Maximum Gross Trailer Weight: 12,000 lbs. (5,443 kg)
Maximum Tongue Weight: not rated
Ultimate Latch Capacity: not rated
Maximum Eye X-Section: 1 in. (25 mm)
Minimum Eye Opening: 2 in. (51 mm)
Unit Weight: 9.5 lbs. (4.3 kg)

IMPORTANT GUIDELINES that apply to all Premier Non-Air Couplings

- Do not weld on any coupling assembly
- Always use Grade-8 fasteners properly torqued
- Do not apply lubricants to the coupling hook
- Clean & inspect coupling for damage & excessive wear prior to each and every use
- Lubricate all coupling components at a minimum of 90 day intervals
- Do not bind-up (Jackknife) any application as stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use

