570 Air Adjusted Coupling

When vertical clearance is at a premium, the 570 and 770 may be your solution. Our 570 offers a bottom mount air chamber, low profile and strong latching system. An oil cup is provided to quickly and easily lubricate latch. This coupling must be used with an air service chamber.

ORDERING INFORMATION

Coupling Only:
- **570**

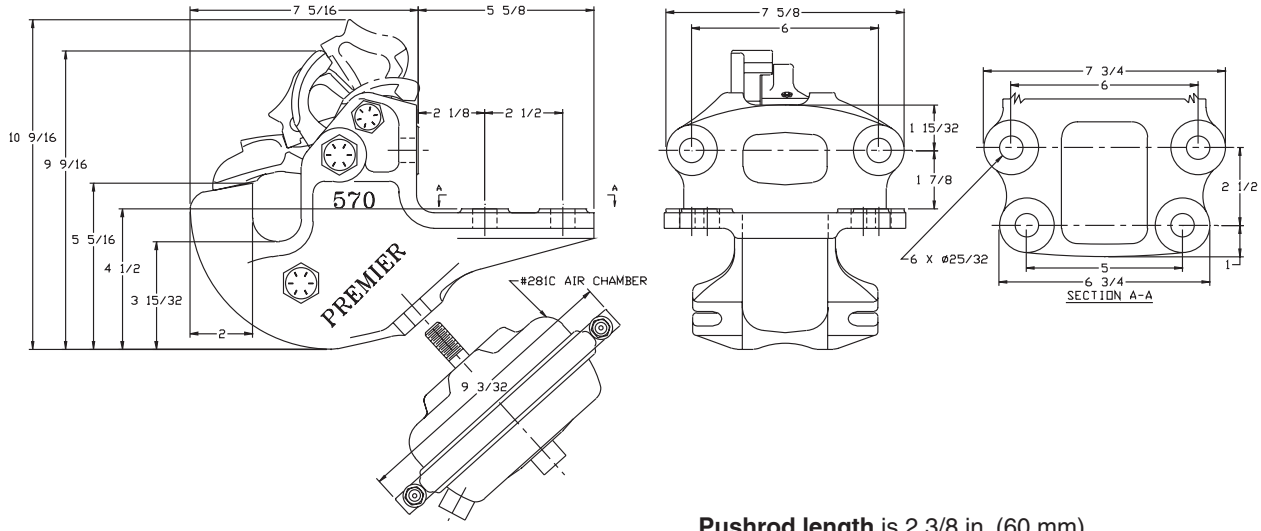
Standard Installation Kit:
- **570A:** 570 Coupling, 504 Bolt Kit, 281C Air Chamber, 271 Thimble

Optional Accessories:
- **Air Chamber 282 Type-30 (page 76):** Provides a larger diaphragm for greater shoe force compared to 281C Air Chamber.
- **Thimbles (page 76):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Drawbar Guides 378 (page 75):** Helps guide drawbar eye into coupling.
- **Wear Gage 14011 (page 75):** To determine hook wear limits.
- **Latch Gage 14026 (page 75):** To determine latch gap limit.

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,164 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,071 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	32.8 lbs.	(14.9 kg)

STANDARD INSTALLATION DRAWING

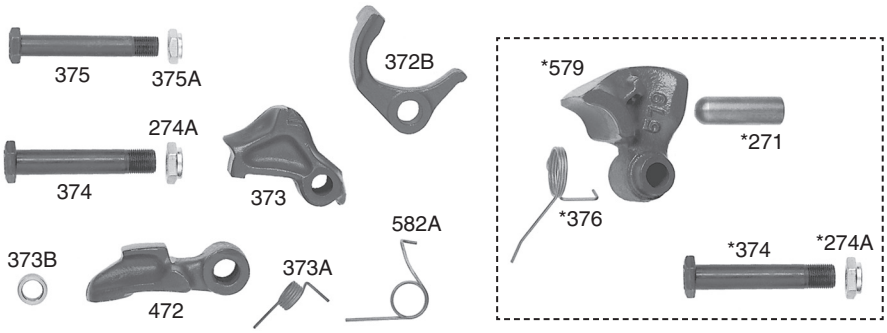


Pushrod length is 2 3/8 in. (60 mm).

REPLACEMENT PART INFORMATION

370PK Parts Kit Includes:

274A: Locknut
372B: Locking Pawl
373: Pawl
373A: Spring
373B: Spacer
374: Bolt
375: Bolt
375A: Locknut
472: Latch
582A: Spring
*376: Spring
*271: Thimble
*374: Bolt
*274A: Locknut
*579: Shoe



*Not included in parts kit, available individually.

IMPORTANT GUIDELINES that apply to all Premier Air Adjusted Couplings

- Do not weld on any coupling assembly
- Always use Grade-8 fasteners properly torqued
- Do not apply lubricants to the coupling hook
- Air service chamber must be Type-24 or Type-30 with 90-120 PSI air supply
- 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