

Bolt-On Drawbar Eyes

125 Bolt-On Adjustable Eye



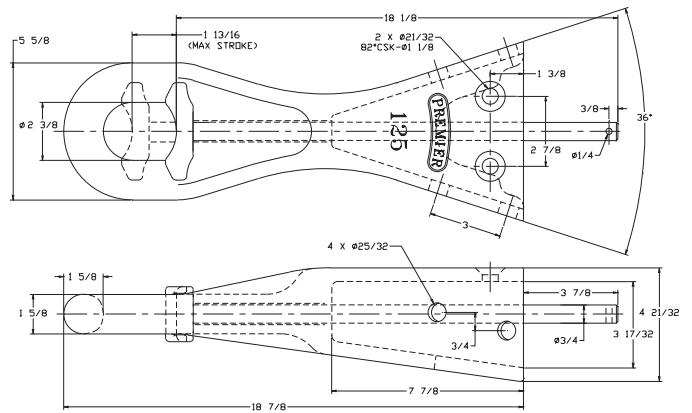
“Kwik-Loc” Replacement
 “Kwik-Loc” is a registered trademark of Kwik-Loc Corporation

Parts Included:

- 411 Shoe
- 125 Drawbar Eye
- 125A(2): 5/8" Flat Head Socket Screw
- 125B(2): 5/8" Hex Nut
- 125C(2): Lock Washer
- 125P Pushrod 18 1/8" (460 mm)

SPECIFICATIONS

Maximum Gross Trailer Weight: 100,000 lbs. (45,359 kg)
Maximum Tongue Weight: 15,000 lbs. (6,803 kg)
Inside Diameter: 2 3/8 in. (60 mm)
Unit Weight: 38.8 lbs. (17.6 kg)



126 Bolt-On Eye



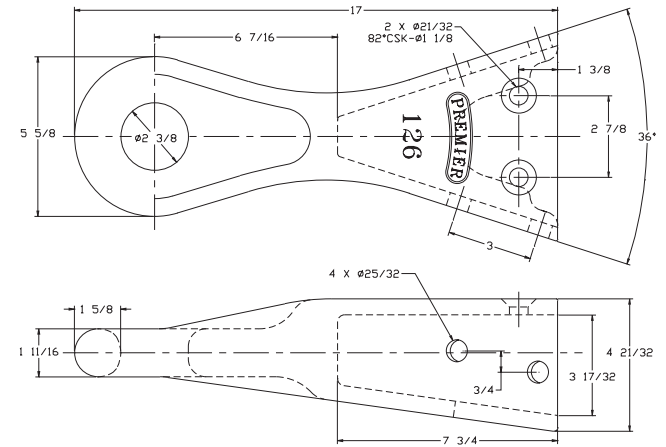
“Kwik-Loc” Replacement
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Parts Included:

- 126 Drawbar Eye
- 125A(2): 5/8" Flat Head Socket Screw
- 125B(2): 5/8" Hex Nut
- 125C(2): Lock Washer

SPECIFICATIONS

Maximum Gross Trailer Weight: 100,000 lbs. (45,359 kg)
Maximum Tongue Weight: 15,000 lbs. (6,803 kg)
Inside Diameter: 2 3/8 in. (60 mm)
Unit Weight: 35.6 lbs. (16.1 kg)



127/127F Bolt-On Adjustable Eye

Parts Included:

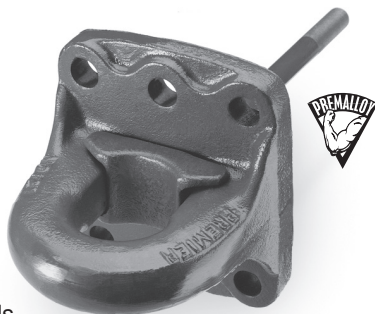
- 127 Drawbar Eye
- 411 Shoe
- Choice of Pushrod

*127F drawbar eye "does not include 411 Shoe or Pushrod"

Pushrod Lengths:

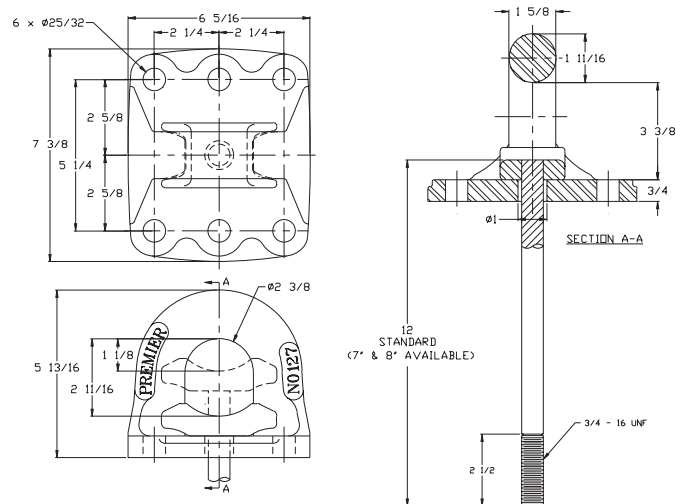
- 113: 12 in. (305 mm)
- 113A: 8 in. (203 mm)
- 113B: 7 in. (178 mm)

3/4 in. - 16 NF thrd. on all rods



SPECIFICATIONS

Maximum Gross Trailer Weight: 100,000 lbs. (45,359 kg)
Maximum Tongue Weight: 15,000 lbs. (6,803 kg)
Inside Diameter: 2 3/8 in. (60 mm)
Unit Weight: 17.4 lbs. (7.9 kg)



IMPORTANT GUIDELINES that apply to all Premier Bolt-On Drawbar Eyes

- Never attempt weld repair of damaged or worn drawbar eyes
- Air adjusted drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Only Grade-8 fasteners properly torqued should be used when attaching bolt-on drawbar eyes
- Do not apply lubricants to the drawbar eye loop
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear frequently
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- 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

