



PREMIER

MANUFACTURING CO.

THE FIRST NAME IN QUALITY COUPLINGS

2022-2023 CATALOG

ATTENTION !

END USERS MUST READ AND FOLLOW THIS INFORMATION.

DISTRIBUTORS & OEM'S: PLEASE ENSURE THAT YOUR CUSTOMERS ARE MADE AWARE OF THE FOLLOWING INFORMATION ON THIS PAGE.

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- | | |
|---|--|
| <ul style="list-style-type: none">(1) VERIFY THAT BOTH COUPLING'S AND DRAWBAR EYE'S RATED CAPACITIES MEET YOUR APPLICATION(S) REQUIREMENTS.(2) DO NOT OVERLOAD COUPLING OR DRAWBAR EYE.(3) INSPECT COUPLING, LATCH AND DRAWBAR EYE FOR CRACKS, BENDING DAMAGE OR EXCESSIVE WEAR. DO NOT USE IF ANY OF THESE CONDITIONS EXIST!(4) CHECK FOR GAP BETWEEN CLOSED LATCH AND TOP OF HORN OR COUPLING BALL. DO NOT USE IF GAP IS 3/8 IN. OR MORE.(5) MAKE SURE COUPLING IS LATCHED AND THAT LATCH WILL NOT OPEN.(6) PRIOR TO USE, ALWAYS CONNECT SAFETY CHAINS OF ADEQUATE STRENGTH FOR LOAD(S) BEING TOWED.(7) DO NOT BIND-UP (JACKKNIFE) ANY APPLICATION AS STRESSES CAN CAUSE DAMAGE TO THE COUPLING, DRAWBAR EYE, OTHER COMPONENTS OR ANY COMBINATION OF THEM. JACKKNIFING MAY RESULT IN FAILURE OF PRODUCTS OR COMPONENTS, RESULTING IN DETACHMENT OF THE TRAILER WHILE IN USE. | <ul style="list-style-type: none">(8) DO NOT APPLY LUBRICANTS TO THE COUPLING HOOK OR DRAWBAR EYE LOOP, AS THEY CAN COVER UP POSSIBLE DAMAGE AND ACCELERATE WEAR.(9) ALWAYS ABIDE BY ALL APPLICABLE STATE AND FEDERAL REGULATIONS GOVERNING SAFE AND PROPER TRANSPORTATION.(10) NEVER STRIKE ANY OF THESE COMPONENTS WITH A HAMMER OR ANY OTHER DEVICE.(11) ALWAYS VERIFY PROPER OPERATION OF LATCHING SYSTEM AND COUPLING COMPONENTS PRIOR TO DRIVE OFF.(12) NEVER USE A COUPLING THAT YOU DO NOT FULLY UNDERSTAND HOW TO PROPERLY OPERATE AND VERIFY SECURE LATCHING OF.(13) NEVER REPLACE ANY PART IN ANY OF PREMIER'S ASSEMBLIES WITH NON-PREMIER COMPONENTS. DOING SO WILL VOID ALL WARRANTY AND POTENTIALLY COMPROMISE THE UNIT'S INTEGRITY, WHICH COULD RESULT IN PROPERTY DAMAGE, SERIOUS INJURY, OR DEATH. |
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Table of Contents

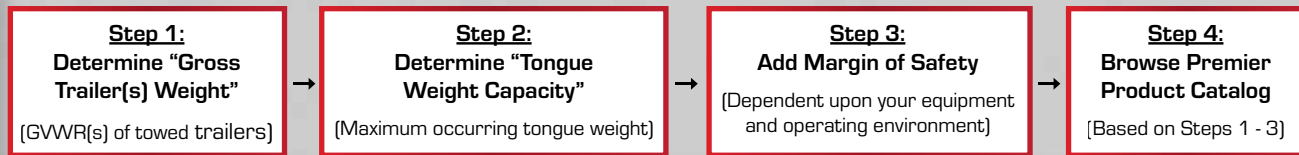
Description	Page	Description	Page	Description	Page
Attention all Distributors, OEMs & Customers: Important Warning Instructions	2	Drawbar Eyes	45-57	Dolly Jacks	66-71
Selecting Equipment	4-8	Drawbar Eye to Wear Gage Cross Reference Chart	46	Jack Selection Guide	67
How to Select	4-5	2	51	600	68
Coupling to Drawbar Eye Cross Reference Chart	6	3	51	700	69
Wear Gage to Coupling Cross Reference Chart	7	4	51	Swivel Mounts	69
Wear Gage to Drawbar Eye Cross Reference Chart	7	5	51	800	70
Premalloy Description	8	6	47	Casters	70
Saf-Tite Description	8	6A	47	Replacement Parts Illust.	71
Extended Life "EL" Description	8	8	47	Accessories	72-78
Saf-T-Latch Description.....	8	20	48	150 Coupling Balls	77
Couplings	9-44	21	49	165 Receiver	76
Slack Reducing System.....	9	22	49	166 Receiver	76
16	30	23	49	500 Slack Adjuster	75
24	30	108	52	Air Chambers	74
100	10	110	48	Air Chamber Brackets	74
100-3	11	123	48	Bolt Kits	75
1400...NEW PRODUCT	12	127 / 127F	53	Couplers	74
1400H...NEW PRODUCT	13	200	53	Drawbar Guides	73
130	31	200L	53	Parts Kits & Repair Kits	77
135NT	32	205	50	Safety Chain Hangers	78
140	31	207	56	Thimbles	74
150	33	238DB	55	Tow Hooks	78
160	34	245DB	55	Wear Gages	73
160HD	35	245DB-3	55	Glossary of Terms	79-80
235NT	36	300	54	Notes Section	81-82
240	37	300HD	54	Warranty	83
240K	38	304	52		
270	20	305	50		
335NTEL...NEW PRODUCT	39	307	56		
370	21	307BK	61		
370B	22	309	52		
470	23	405	57		
470H	24	407SE	56		
480	40	Adjustable Drawbar Eye	46		
570	25	Induction Hardening	46		
580	41	Front End Housings	58-61		
580J	42	340S / 340SA	59		
690L	43	435 / 435A	59		
820ELA...NEW PRODUCT	26-27	536	60		
880	28	546	60		
890CL / 890CR	44	556	60		
2200 / 2200L	14	640S / 640SA	59		
2200EL / 2200ELL	15	956BK	61		
2300	16	Hinge Assemblies	62-65		
2400	17	320 / 320A	62		
2400H	18	330 / 330A	62		
2880	19	430 / 430A	63		
		440 / 440A	63		
		450 / 450A	64		
		455 / 455A	64		
		930A	65		



Selecting The Right Equipment

Whatever your application, selecting the proper equipment for the job is very important. Proper selection along with regular inspection and maintenance will help keep operating costs minimal while providing long life to each component. Below are general guidelines for selecting Premier Couplings and Drawbar Eyes. If you feel that your application is unique, please give Premier a call so that we may help you through the selection process.

Follow these four steps to ensure proper selection of Premier Couplings and Drawbar Eyes.



Step 1: Determine "Gross Trailer(s) Weight"

"Gross Trailer(s) Weight" is usually determined by the Gross Vehicle Weight Rating (GVWR). This information is attached to the trailer by the trailer manufacturer.

Double Trailer Configuration



Example only, each application may vary and should be considered unique.

For "Double Trailer" configurations, only the rear trailer is considered when selecting your Premier Coupling or Drawbar Eye. In this example, a Coupling and Drawbar Eye with a "Gross Trailer Weight" rating of 40,000 lbs. (18,143 kg) would be the minimum rating acceptable for normal, over-the-road applications (see Tongue Weight section below).

Triple Trailer Configuration



Example only, each application may vary and should be considered unique.

For "Triple Trailers", only the two most rearward trailers are considered in selecting your Premier Coupling or Drawbar Eye. In this example, a Coupling and Drawbar Eye with a "Gross Trailer Weight" rating of 80,000 lbs. (36,287 kg) would be the minimum acceptable for normal, over-the-road applications (see Tongue Weight section below).

Step 2: Determine "Tongue Weight Capacity"



"Tongue Weight Capacity" is the maximum expected weight at the drawbar eye. If a hinged drawbar is used, the maximum weight will be approximately 1/2 the overall drawbar weight. If a non-hinged drawbar is used and the actual tongue weight is not known, you can approximate the weight by multiplying the GVWR of the towed trailer by 15%. However, each application is unique and the best practice is to weigh the tongue when the trailer is loaded to its GVWR.

Step 3: Considering Operating Conditions and Environments

Environments such as rough uneven roads or off-road use can dramatically increase shock loads to both drawbar eyes and couplings. In general, increasing the "Gross Trailer Weight" (Step 1:) and "Tongue Weight Capacity" (Step 2:) by a minimum of 25% will be sufficient for many applications. Even if an application is used off-road occasionally, the minimum increase necessary for Gross Trailer and Tongue Weight is 25%. Certain types of equipment and/or operating practices can also dramatically increase loads through equipment binding and/or improper loading practices. Of special concern is high tongue weight. However, each application is unique and every environment different, therefore your application may require more than 25%.

Once both "Gross Trailers(s) Weight" (Step 1:) and "Tongue Weight Capacity" (Step 2:) have been determined, evaluate your operating conditions and apply an appropriate margin of safety.

Step 4: Browse Premier Product Catalog

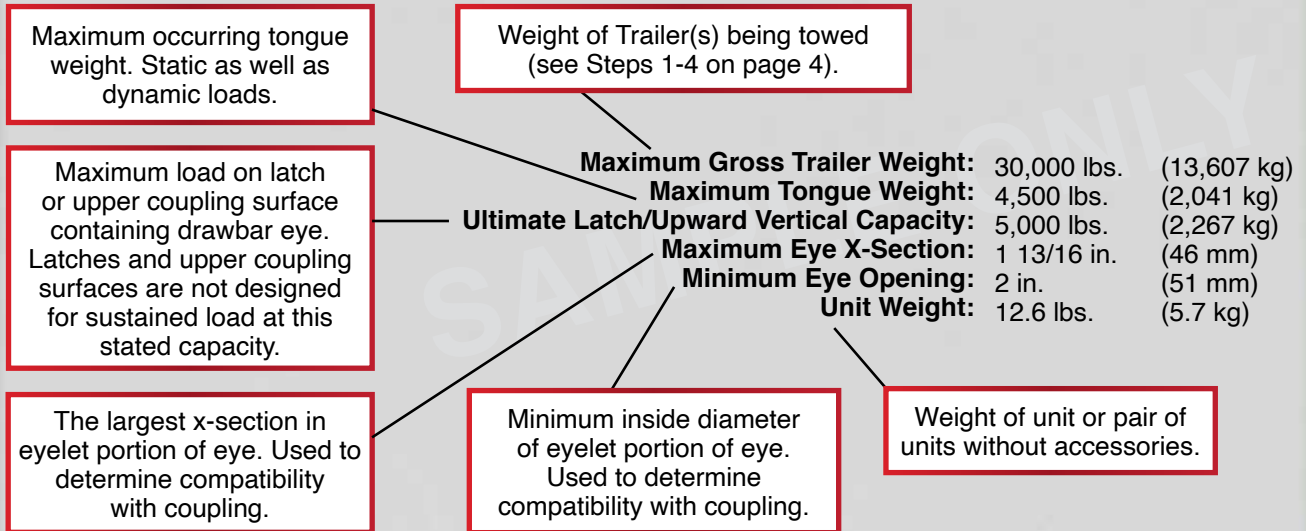
Browse the Premier Product Catalog and refer to the "Specifications" section of each product. Be sure to review the "Understanding Premier Load Specifications" section and "Coupling to Drawbar Eye Cross-Reference" sheet on the next couple pages.



Selecting The Right Equipment

Understanding Premier Load Specifications

Each Premier product undergoes extensive design and testing prior to being introduced. We use the latest in Computer Aided Design and Analysis Software as well as physical destructive tests. Premier's published load specifications are the maximum load a given product or part will withstand without failure. Premier's testing procedures closely follow the Society of Automotive Engineers (SAE) guidelines of Recommended Practice for testing Couplings and Drawbar Eyes [SAE J847 & J849].



Importance of Inspection and Maintenance

Safety is our #1 Priority: Through high quality designs and unsurpassed quality control procedures, Premier assures our customers that our focus on safety continues to be our #1 priority.

Scheduled Inspection & Maintenance: Regularly scheduled inspection and maintenance are essential for maintaining safe and efficient operations whether you are using Couplings, Drawbar Eyes, Jacks, Hinge Assemblies, or any other Premier product. Inspection and maintenance are necessary for proper function and will also keep repair costs to a minimum.

Technical Literature: Premier provides important literature to assist you with our products. We package and attach *Installation, Inspection, Operation & Maintenance Guides, or Service Guides*, to each of our major products. This literature is also available to view and/or print from our website at www.premier-mfg.com. These supply you with important information and help guide you through installation, inspection, operation, routine maintenance and part replacement.

Wear Gages: In accordance with the Federal Motor Carrier Safety Regulations, we created Wear Gages to assist you in determining the wear limits of Premier couplings and drawbar eyes. See details on catalog pages 7 & 73.

Additional Product Resources at Your Fingertips

Customer Service: We are always here to support you. Do you need additional information or assistance? Your phone calls are greeted by our courteous receptionist, during business hours. We have exceptional, personable Customer Service Reps for you to rely on. If you have product questions or want to place an order, you can speak directly with one of our experienced and knowledgeable Customer Service Representatives.

Sales Representatives: Would you like on site training or assistance? Contact one of our veteran Premier Sales Reps for more information about product training for your staff. Or be sure to visit with them at a Trade Show (see website for schedule).


www.premier-mfg.com: Our website is an informative resource at your fingertips. In addition to our Installation and Service Guides, you will find our Sales Representatives, distributor locations, online catalog pages, product specifications, how to select product, trade show schedule, and links to trucking resources.



Selecting The Right Equipment

Coupling - to - Drawbar Eye, Cross Reference Chart



		DRAWBAR EYES																															
		2*	3	4	5	6/6A	8	11	20	21	22	23	107	108	110	123	127	200	200L	205	207	238DB	245DB	245DB-3	300/300HD	304	305	307	309	405	407SE		
COUPLINGS	16	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	24*	•																															
	100†			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	100-3†			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	100-4†			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	100-4H†			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	130	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	135NT		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	140	•	•						•																								
	150			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	160	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	235NT			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	240		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	240K			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	270			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	335NTEL																					•		•	•	•	•	•		•			
	360			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	370			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	370B			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	470			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	470H			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	480			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	570			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	580	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	580J			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	690L			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	780			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	790																					•		•	•	•	•	•	•	•			
	820ELA			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	880																					•		•	•	•	•	•	•	•			
	890/890C			•	•	•	•	•	•	•	•	•	•		•	•		•	•	•	•	•	•	•	•	•	•		•				
	1400			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
1400H			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
2200			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
2300			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
2400			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
2400H			•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
2800																					•		•	•	•	•	•	•	•				

† Saf-Tite Product

* Industrial Application

CAUTION: Verify that both the coupling's and drawbar eye's rated capacities meet your application(s) requirements.



Selecting The Right Equipment

Measure Wear for Safety Regulation Limits

To determine wear limits, Premier created **Wear Gages** that help judge the useful life of couplings and drawbar eyes (details on page 73). In accordance with Premier and the Federal Motor Carrier Safety Regulations, these were designed to identify wear at the critical percentages of 18% and 20%, by measuring the cross-section of coupling hooks (horn) and drawbar eye loops. 18% wear indicates that the product should be replaced as soon as possible. At 20% wear, the product is no longer in usable condition and must be taken out of service immediately and replaced.



The latch gage bar (14026) measures the gap space between the top of the coupling hook and the closed latch. If our 3/8" latch gage bar can pass between this region, then the latch components should be considered worn past safe limits and replaced. Please note that these wear gage specifications are in accordance with Premier Mfg. Co. and the Federal Motor Carrier Safety Regulations (refer to other manufacturer's specifications for wear limits on their products).

Our **Wear Gages** were designed to identify wear by measuring the cross-section of drawbar eye loops and coupling pintle hooks.

18% wear indicates that the product should be replaced as soon as possible. At 20% wear, the product is no longer in usable condition and must be taken out of service immediately and replaced (see pg 73).

Coupling - to - Wear Gage, Cross Reference Chart

Coupling	Wear Gage #
16	n/a
24	n/a
100	14014, 14026*
100-3	14014, 14026*
100-4/100-4H	14014, 14026*
1400/1400H	14014, 14026*
130	14005, 14026*
135NT	14008, 14026*
140	14026*, 14032, 14035
150	14026*
160	14026*, 14035
235NT	14011, 14026*

Coupling	Wear Gage #
240	14008, 14026*
240K	14011, 14026*
270	14011, 14026*
335NTEL	14020, 14026*
360	14011, 14026*
370	14011, 14026*
370B	14011, 14026*
470	14011, 14026*
470H	14011, 14026*
480	14014, 14026*
570	14011, 14026*
580	14008, 14026*

Coupling	Wear Gage #
580J	14011, 14014, 14026*
690L	14014, 14026*
780	14011, 14014, 14026*
790	14026*
820	14014, 14026
880	14020, 14026*
890CL / 890CR	14014, 14026*
2200	14014, 14026*
2300	14014, 14026*
2400	14014, 14026*
2400H	14014, 14026*
2880	14038, 14026*

*14026 is the Latch Gage Bar to measure the gap space between latch & hook.

Drawbar Eye - to - Wear Gage, Cross Reference Chart

Drawbar Eye	Wear Gage #
2	n/a
3	14002
4	14005
5	14005 & 14008
6	14032
6A	14032
8	14005
11	14002
20	14005
21	14005
22	14005
23	14005

Drawbar Eye	Wear Gage #
107	14005 & 14032
108	14005 & 14032
110	14005 & 14032
123	14005
127/127F	14005 & 14032
200	14005
200L	14005
205	14005 & 14032
207	14005

Drawbar Eye	Wear Gage #
300/300HD	14032
304	14005, 14035
305	14032 & 14008
307	14032
309	14032 & 14008
405	14032 & 14008
405SE	14032 & 14008
407SE	14032 & 14008
238DB	14005
245DB	14005
245DB-3	14005



Innovation Through Technology

Premalloy - Premier's Exclusive Alloy

"The harder you work it, the harder it gets" best describes how Premalloy performs. Premalloy actually work-hardens at the contact surfaces during normal use, which results in longer service life. Premalloy is highly recommended for off-road and aggregate type applications due to its wear-resistant characteristics. Many of Premier's couplings are made from this exclusive material.

As you are browsing the catalog, look for the Premalloy icon next to the product photos to determine which models are made of this material.



PREMALLOY
The Harder You Work,
The Harder It Gets

Saf-Tite - Strength and Value

"Raising the Bar in Strength & Value" If you need a maximum strength coupling at a value, this is the product for you. Saf-Tite couplings are unsurpassed in their Maximum Gross Trailer Weight capacities and they have easy to operate latch systems with polymer pivot points. The difference is evident when you compare the capacities of these high strength couplings against competing models. And to top it off, these quality couplings are available to you at a value when you compare costs.

Saf-Tite coupling models 100, 100-3, 100-4 and 100-4H can be found on pages 10-13.



SAF-TITE
Raising the Bar with
Strength & Value

Extended Life - Your Ally Against Corrosion

The "Extended Life" latch option (EL) is now available on our 2000 Series Couplings. This new design was a direct response for you to fight the war on corrosion. We engineered latch lubrication ports that deliver lubricant directly to the pivot points of our latch system. This direct-inject system provides for a rapid delivery of lubricant - right where it counts. The result is smooth, consistent latch performance over an extended period of time.

You can request the EL option with our 2200, 2300, 2400, 2400H and our New 2880 coupling "The Beast".

See page 15 for more details about the EL, and see page 19 for details on the 2880 coupling.



EXTENDED LIFE
Your Ally Against Corrosion

Saf-T-Latch - Lock In Safety and Security

The patented Saf-T-Latch has a small air cylinder inside the coupling body that is connected to the air chamber. When the chamber is pressurized by releasing the emergency brake, the cylinder rod extends and contacts the pocket in the lower latch which rotates to the closed position in the event the latch is inadvertently left open.

*Closing and making sure the latch is closed correctly is always the responsibility of the person making the coupling connection and the driver's responsibility to verify that the equipment is correctly connected prior to moving the vehicle. In the event the coupling is not properly closed, the Saf-T-Latch acts as a safeguard to close the latch with the release of the air brakes.



SAF-T-LATCH
Lock In Safety
And Security





PREMIER MANUFACTURING CO.

SLACK REDUCING COUPLINGS

PREMIER'S SLACK REDUCING SYSTEM WAS SPECIFICALLY DESIGNED TO IMPROVE DRIVABILITY AND REDUCE WEAR.

This is accomplished by applying a clamping force with our shoe against the drawbar eye. The shoe thereby keeps the drawbar eye snug against the pintle (horn) at the coupling to drawbar eye connection. This drastically reduces the slamming, back and forth movement of the drawbar eye loop on the coupling pintle (horn).

NO SLACK REDUCING SYSTEM

This image shows the internal components of the connection between the drawbar eye and the coupling without our slack reducing system. Note that there is slack that would allow the drawbar eye to move back & forth on the pintle (horn) when in use.

Drawbar Eye
with slack



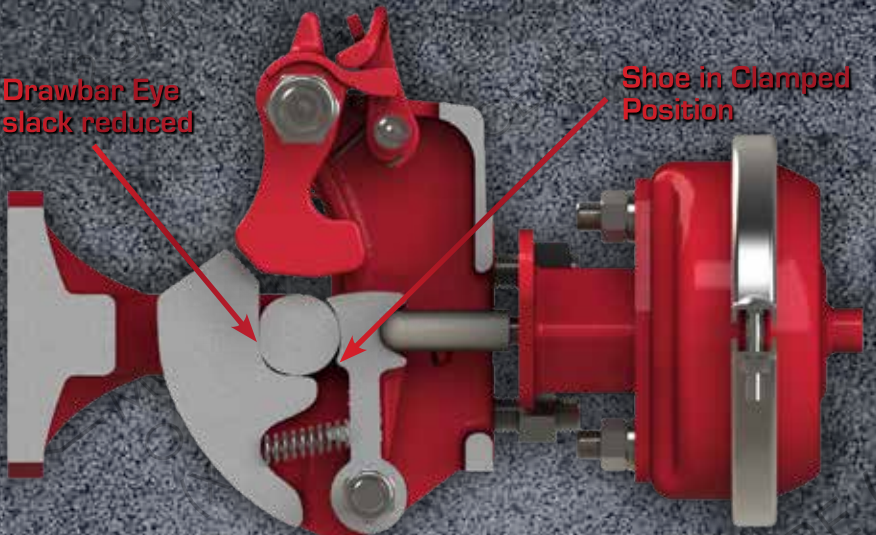
Note: The drawbar eye and coupling are sliced in half for viewing purposes. The light gray represents the cut portions.

WITH SLACK REDUCING SYSTEM

This image shows the slack reducing system in operation and the shoe in the clamped position. With the shoe engaged, the drawbar eye is now snug against the pintle (horn). This removes the slack between the two components, thereby taking out the freeplay movement and improving drivability.

Drawbar Eye
slack reduced

Shoe in Clamped
Position



100 Saf-Tite Slack Reducing Coupling



OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER



The Saf-Tite 100 features the most popular mounting bolt pattern in the industry, the same as our 2200 & 270 models.

ORDERING INFORMATION

Coupling Only:

- 100 & 271 Thimble

Standard Installation Kit:

- 100A: 100 Coupling, 501 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble

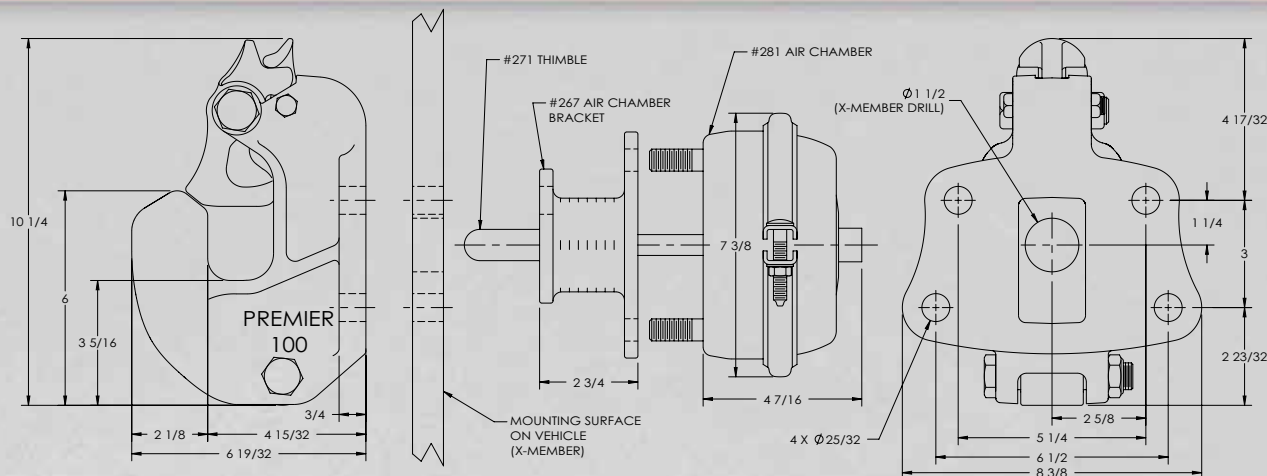
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 267H (3/4 in. / 19 mm), 267F (4 5/8 in. / 117 mm)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	27.5 lbs.	(12.5 kg)

STANDARD INSTALLATION DRAWING

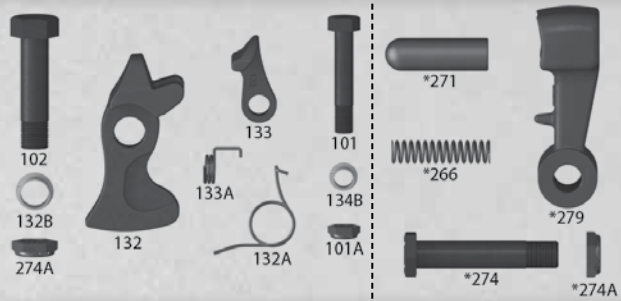


Pushrod length is 2 7/8 in. (73 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

100PK Parts Kit Includes:

- | | |
|-----------------|----------------|
| 101: Bolt | *266: Spring |
| 101A: Locknut | *271: Thimble |
| 102: Bolt | *274: Bolt |
| 132: Latch | *274A: Locknut |
| 132A: Spring | *279 Shoe |
| 132B: Bushing | |
| 133: Latch Lock | |
| 133A: Spring | |
| 134B: Bushing | |
| 274A: Locknut | |



* Not included in 100PK Parts Kit, available as 279PK Parts Kit.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



100-3 Saf-Tite Slack Reducing Coupling



OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER



The Saf-Tite 100-3 has the same popular mounting bolt pattern as our 2300 & 370 models.

ORDERING INFORMATION

Coupling Only:

- 100-3 & 271 Thimble

Standard Installation Kit:

- 100-3A: 100-3 Coupling, 502 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

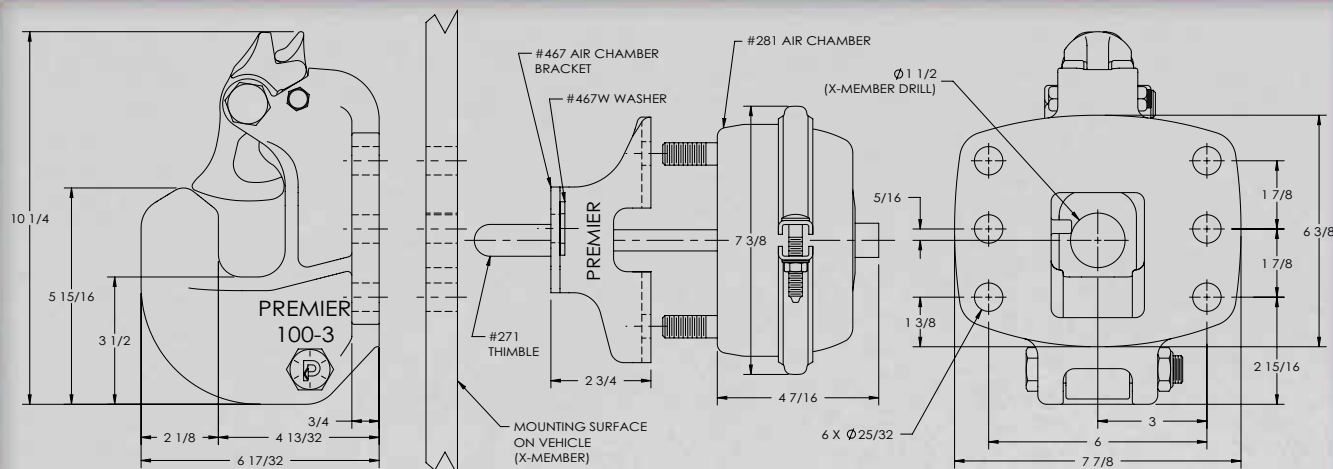
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- **Air Chamber Brackets (pg 74):** 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Wear Gage 14014 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 502 (pg 75):** Bolts (4) 2 1/2 in. (2) 2 3/4 in., Locknuts (6)

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	28 lbs.	(12.7 kg)

STANDARD INSTALLATION DRAWING



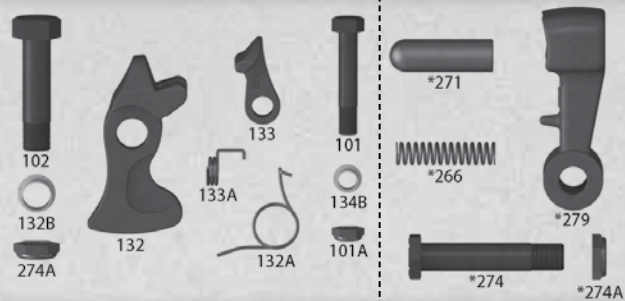
Pushrod length is 3 1/8 in. (79 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

100PK Parts Kit Includes:

- | | |
|-----------------|----------------|
| 101: Bolt | *266: Spring |
| 101A: Locknut | *271: Thimble |
| 102: Bolt | *274: Bolt |
| 132: Latch | *274A: Locknut |
| 132A: Spring | *279: Shoe |
| 132B: Bushing | |
| 133: Latch Lock | |
| 133A: Spring | |
| 134B: Bushing | |
| 274A: Locknut | |

*Not included in 100PK Parts Kit, available as 279PK Parts Kit.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



1400 Slack Reducing Coupling

ORDERING INFORMATION



OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER



The **NEW 1400** replaces the discontinued 100-4 used in heavy duty applications. Using the latest technology, engineers reduced the weight while increasing the surface hardness and raising the latch capacity to 60,000 lbs.

Coupling Only:

- 1400 & 271 Thimble

Standard Installation Kit:

- **1400A:** 1400 Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

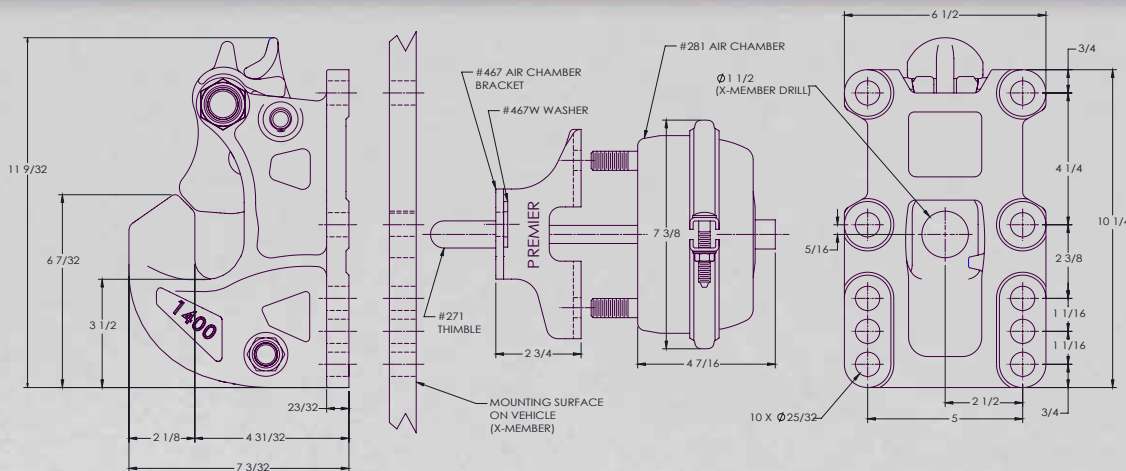
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- **Air Chamber Brackets (pg 74):** 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Wear Gage 14014 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 508 (pg 75):** Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)
- **438 Drawbar Guides:** Helps guide drawbar eye into coupling.

SPECIFICATIONS

Maximum Gross Trailer Weight:	110,000 lbs.	(49,895 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	31.6 lbs.	(14.3 kg)

STANDARD INSTALLATION DRAWING



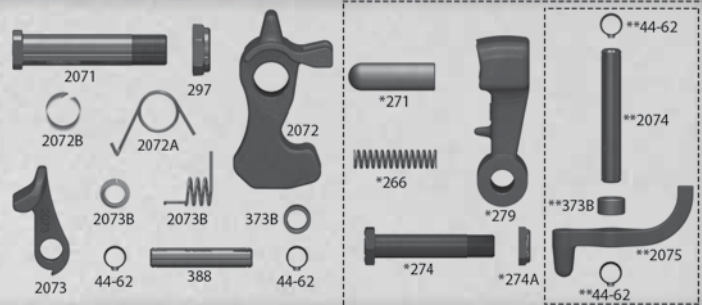
Pushrod length is 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

44-62: Retaining Ring (2)	2073A: Spring
297: Locknut	2073B: Bushing
373B: Spacer	*266: Spring
388: Pin	*271: Thimble
2071: Bolt	*274: Bolt
2072: Latch	*274A: Locknut
2072A: Spring	*279: Shoe
2072B: Bushing	**2075: Lever
2073: Latch Lock	**44-62: Retaining Ring (2)
	**2074: Pin
	**373B: Spacer

* Not included in 2000PK Parts Kit, available as 279PK Parts Kit.
** Available as a separate kit (2075K).



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



1400H Slack Reducing Coupling



OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER



The **NEW** 1400H replaces the discontinued 100-4H used in heavy duty applications. Using the latest technology, engineers reduced the weight while increasing the surface hardness and raising the latch capacity to 60,000 lbs.

ORDERING INFORMATION

Coupling Only:

- 1400H & 271 Thimble

Standard Installation Kit:

- 1400HA: 1400H Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

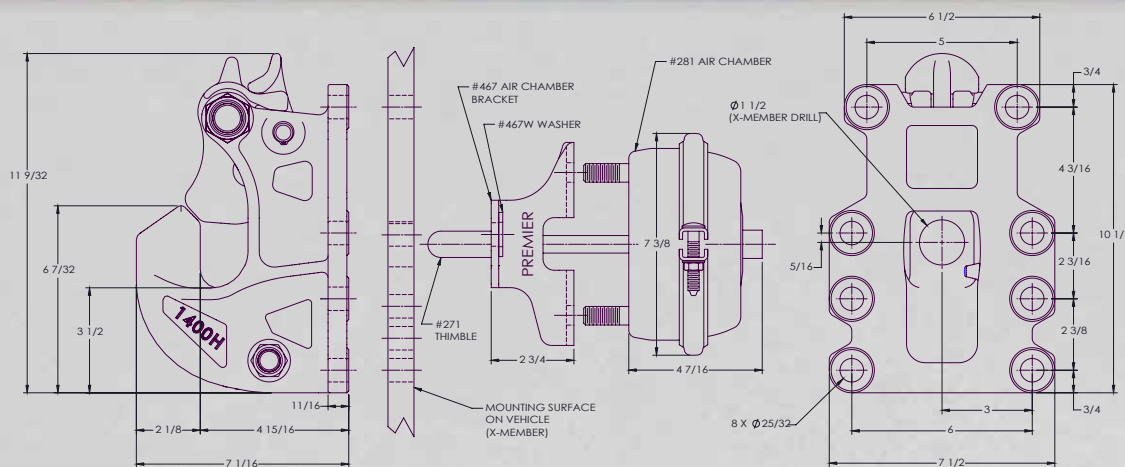
Optional Accessories:

- **Air Chamber 282 Type-30** (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- **Air Chamber Brackets** (pg 74): 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- **Thimbles** (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Wear Gage 14014** (pg 73): To determine hook wear limits
- **Latch Gage 14026** (pg 73): To determine latch gap limit
- **Bolt Kit 508** (pg 75): Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)
- **438 Drawbar Guides**: Helps guide drawbar eye into coupling.

SPECIFICATIONS

Maximum Gross Trailer Weight:	110,000 lbs.	(49,895 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	32.9 lbs.	(14.9 kg)

STANDARD INSTALLATION DRAWING



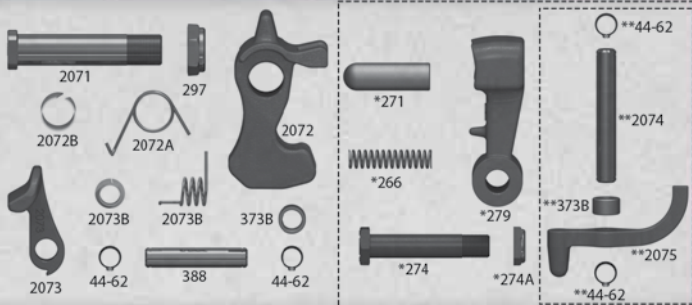
Pushrod length is 3 5/8 in. 92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

44-62: Retaining Ring (2)	2073A: Spring
297: Locknut	2073B: Bushing
373B: Spacer	*266: Spring
388: Pin	*271: Thimble
2071: Bolt	*274: Bolt
2072: Latch	*274A: Locknut
2072A: Spring	*279: Shoe
2072B: Bushing	**2075: Lever
2073: Latch Lock	**44-62: Retaining Ring (2)
	**2074: Pin
	**373B: Spacer

*Not included in 2000PK Parts Kit,
available as 279PK Parts Kit.
**Available as a separate kit [2075K].



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2200 / 2200L Slack Reducing Coupling

ORDERING INFORMATION



OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER

The model 2200, like our ever popular 270 coupling, features the most popular mounting bolt pattern in the industry. All our 2000 series couplings feature exceptional latch strength, easy operation and low maintenance. All 2000 series couplings can be operated with or without an air service chamber.

Coupling Only:

- 2200 & 271 Thimble
- 2200L: 2200 with 2075K Low Profile Lever Kit installed

Standard Installation Kit:

- 2200A: 2200 Coupling, 501 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble

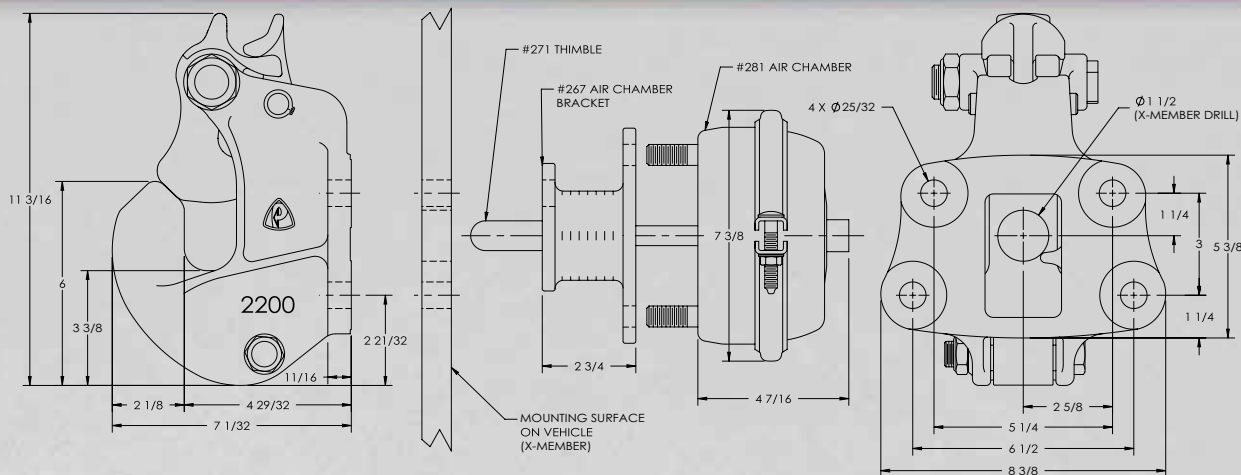
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 267H (3/4 in. / 19 mm), 267F (4 5/8 in. / 117 mm)
- Low Profile Lever Kit 2075K: Designed for low clearance installations (enables one-handed latch operation from the left side)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Drawbar Guides 438 (pg 73): Helps guide drawbar eye into coupling
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit
- Bolt Kit 501 (pg 75): Bolts (2) 2 1/2 in. (2) 2 3/4 in., Locknuts (4)

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	29 lbs.	(13.2 kg)

STANDARD INSTALLATION DRAWING



Pushrod length is 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

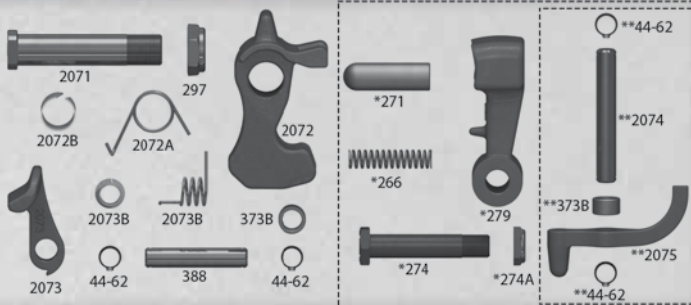
REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

44-62: Retaining Ring (2)	2073A: Spring
297: Locknut	2073B: Bushing
373B: Spacer	*266: Spring
388: Pin	*271: Thimble
2071: Bolt	*274: Bolt
2072: Latch	*274A: Locknut
2072A: Spring	*279: Shoe
2072B: Bushing	**2075: Lever
2073: Latch Lock	**44-62: Retaining Ring (2)
	**2074: Pin
	**373B: Spacer

* Not included in 2000PK Parts Kit, available as 279PK Parts Kit.

** Available as a separate kit (2075K).



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2200EL / 2200ELL Slack Reducing Coupling



PREMALLOY

2200ELL shown

OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER



ORDERING INFORMATION

Coupling Only:

- **2200EL:** 2200 with Extended Life latch direct-inject latch lubrication ports
- **2200ELL:** 2200EL with a 2075 Low Profile Lever installed

Standard Installation Kit:

- **2200ELA:** 2200EL Coupling, 501 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble
- **2200ELLA:** 2200ELL Coupling, 501 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble

Optional Accessories:

- See 2200 details on previous page

AVAILABLE EXTENDED LIFE OPTION



EXTENDED LIFE

Our 2000 series just got even better. We now have an EXTENDED LIFE (EL) latch option. Engineered latch lubrication ports deliver lubricant directly to the pivot points. This direct-inject system provides a rapid delivery of lubricant right where it counts. The result is smooth, consistent latch performance over an extended period of time.

You can request the EL latch option with our coupling models 2200, 2300, 24000, 2400H, and our New 2880 Coupling, "The Beast" / "La Bestia".

An Extended Life - Low Profile Lever option (ELL) is available with the coupling model 2200 only.

See page 19 for details on our New 2880 coupling

2200EL REPLACEMENT PART INFORMATION

2000PK-EL Parts Kit Includes:

- | | |
|---------------------------|----------------|
| 44-62: Retaining Ring (2) | *266: Spring |
| 297: Locknut | *271: Thimble |
| 373B: Spacer | *274: Bolt |
| 388EL: Pin | *274A: Locknut |
| 2071EL: Bolt | *279: Shoe |
| 2072EL: Latch | |
| 2072A: Spring | |
| 2073A: Spring | |
| 2073EL: Latch Lock | |

*Not included in parts kit, available as 279PK Parts Kit.



2200ELL REPLACEMENT PART INFORMATION

2200PK-ELL Parts Kit Includes:

- | | |
|---------------------------|----------------|
| 44-62: Retaining Ring (2) | *266: Spring |
| 297: Locknut | *271: Thimble |
| 373B: Spacer (2) | *274: Bolt |
| 2071EL: Bolt | *274A: Locknut |
| 2072A: Spring | *279: Shoe |
| 2072EL: Latch | |
| 2073A: Spring | |
| 2073EL: Latch Lock | |
| 2074EL: Pin | |
| 2075: Handle | |

*Not included in 2200PK-ELL Parts Kit, available as 279PK Parts Kit.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2300 Slack Reducing Coupling

ORDERING INFORMATION



Popular with tanker fleet customers, the 2300 can be used throughout the industry. Like our 2200, the 2300 is also made from Premalloy for long life. As with all 2000 series couplings, the 2300 offers unsurpassed latch strength and can be operated with or without an air service chamber.

Coupling Only:

- 2300 & 271 Thimble
- 2300EL: 2300 with Extended Life latch direct-inject latch lubrication ports

Standard Installation Kit:

- 2300A: 2300 Coupling, 502 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble
- 2300ELA: 2300EL Coupling, 502 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

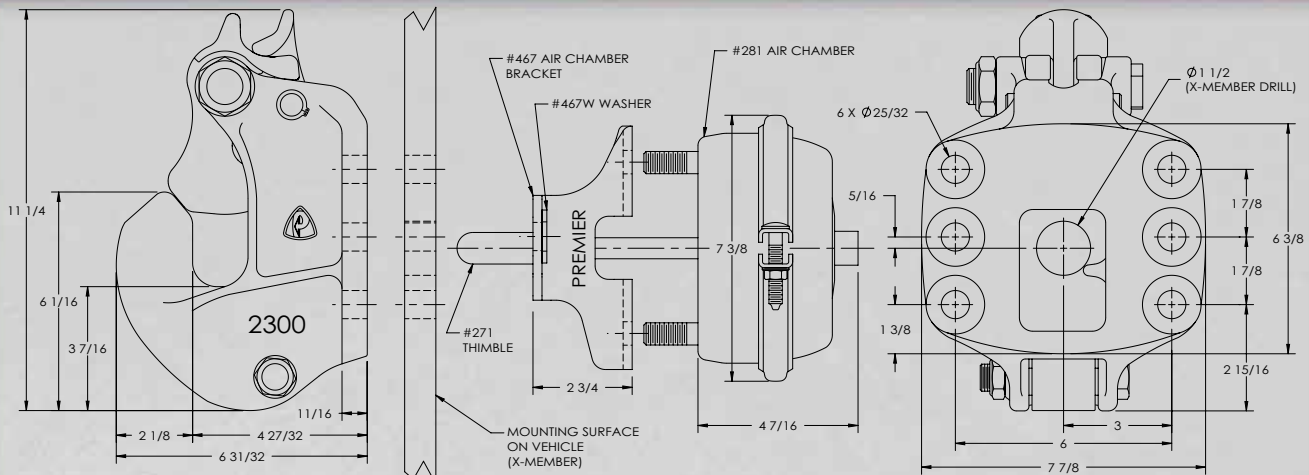
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Drawbar Guides 378 (pg 73): Helps guide drawbar eye into coupling
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit
- Bolt Kit 502 (pg 75): Bolts (4) 2 1/2 in. (2) 2 3/4 in., Locknuts (6)

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	30.3 lbs.	(13.7 kg)

STANDARD INSTALLATION DRAWING



Pushrod length is 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

- | | |
|---------------------------|----------------|
| 44-62: Retaining Ring (2) | 2073A: Spring |
| 297: Locknut | 2073B: Bushing |
| 373B: Spacer | *266: Spring |
| 388: Pin | *271: Thimble |
| 2071: Bolt | *274: Bolt |
| 2072: Latch | *274A: Locknut |
| 2072A: Spring | *279: Shoe |
| 2072B: Bushing | |
| 2073: Latch Lock | |



* Not included in 2000PK Parts Kit, available as 279PK Parts Kit.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2400 Slack Reducing Coupling

ORDERING INFORMATION



When installation and mounting is limited by bolt hole pattern, the 2400 may be the answer. Although one of the bottom three mounting holes must be used, you choose which one. This allows for maximum compatibility with existing mounting patterns. Popular with Pup and Dumps and Tanker applications. All 2000 series couplings can be operated with or without an air service chamber.

OPERATION WITH OR
WITHOUT AIR SERVICE
CHAMBER

Coupling Only:

- 2400 & 271 Thimble
- 2400EL: 2400 with Extended Life latch direct-inject latch lubrication ports

Standard Installation Kit:

- 2400A: 2400 Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble
- 2400ELA: 2400EL Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

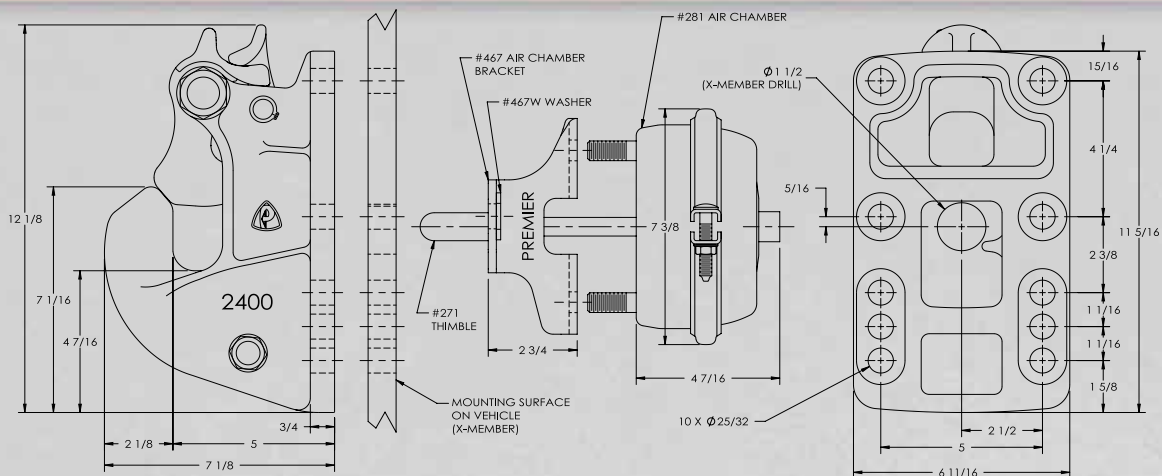
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Drawbar Guides 438 (pg 73): Helps guide drawbar eye into coupling
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit
- Bolt Kit 508 (pg 75): Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	34.3 lbs.	(15.6 kg)

STANDARD INSTALLATION DRAWING



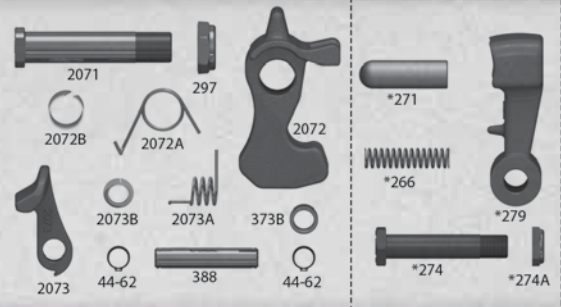
Pushrod length is 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

44-62: Retaining Ring (2)	2073A: Spring
297: Locknut	2073B: Bushing
373B: Spacer	*266: Spring
388: Pin	*271: Thimble
2071: Bolt	*274: Bolt
2072: Latch	*274A: Locknut
2072A: Spring	*279: Shoe
2072B: Bushing	
2073: Latch Lock	

*Not included in 2000PK Parts Kit, available as 279PK Parts Kit.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2400H Slack Reducing Coupling

ORDERING INFORMATION



Similar to our 2400, but with a different mounting pattern. All 2000 series couplings can be operated with or without an air service chamber.

Coupling Only:

- 2400H & 271 Thimble
- 2400HEL: 2400H w/Extended Life latch direct-inject latch lubrication ports

Standard Installation Kit:

- 2400HA: 2400H Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble
- 2400HELA: 2400HEL Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

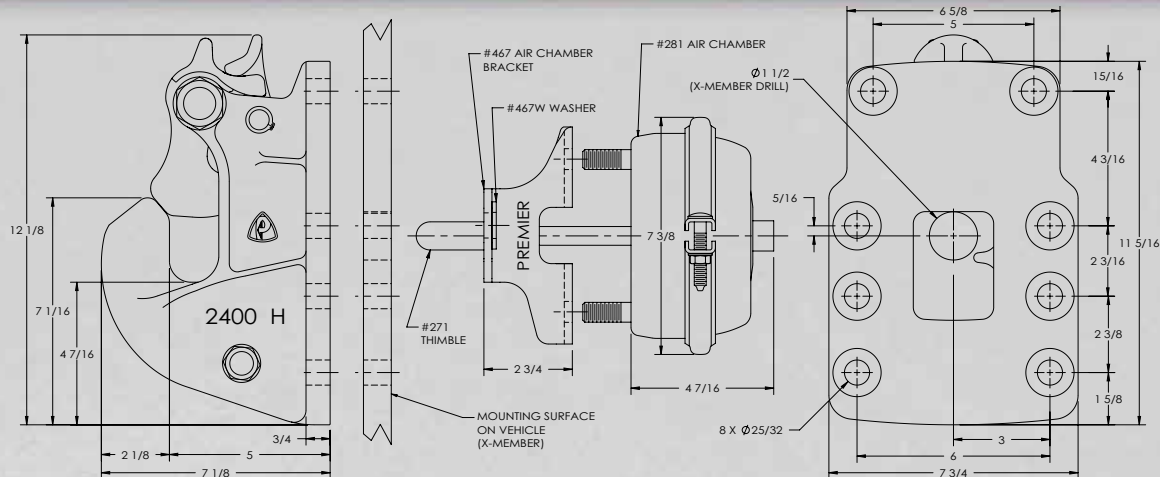
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Drawbar Guides 438 (pg 73): Helps guide drawbar eye into coupling
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit
- Bolt Kit 508 (page 75): Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	37.3 lbs.	(16.9 kg)

STANDARD INSTALLATION DRAWING

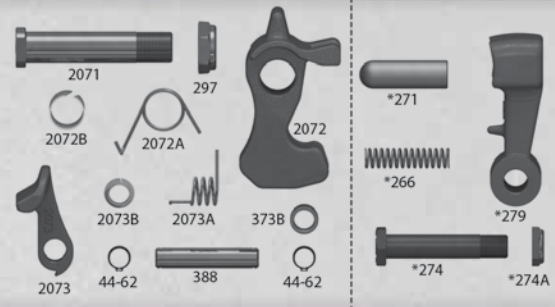


Pushrod length is 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

- | | |
|---------------------------|----------------|
| 44-62: Retaining Ring (2) | 2073A: Spring |
| 297: Locknut | 2073B: Bushing |
| 373B: Spacer | *266: Spring |
| 388: Pin | *271: Thimble |
| 2071: Bolt | *274: Bolt |
| 2072: Latch | *274A: Locknut |
| 2072A: Spring | *279: Shoe |
| 2072B: Bushing | |
| 2073: Latch Lock | |



* Not included in 2000PK Parts Kit, available as 279PK Parts Kit.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



2880 Slack Reducing Coupling



This **monster-of-a-coupling** has a sleek design but was specifically engineered to tame tropical applications with GTW capacities of **up to 85 tons**. Made with our work-hardening Premalloy, for unsurpassed wear resistance. Easy to operate and you can get it with our new EL option.

ORDERING INFORMATION

Coupling Only:

- **2880 & 271 Thimble**
- **2880EL:** 2880 with Extended Life latch direct-inject latch lubrication ports

Standard Installation Kit:

- **2880A:** 2880 Coupling, **511 Bolt Kit**, 282 Air Chamber, 767 Air Chamber Adapter Bracket, 271 Thimble
- **2880ELA:** 2880EL Coupling, **511 Bolt Kit**, 282 Air Chamber, 767 Air Chamber Adapter Bracket, 271 Thimble

Optional Accessories:

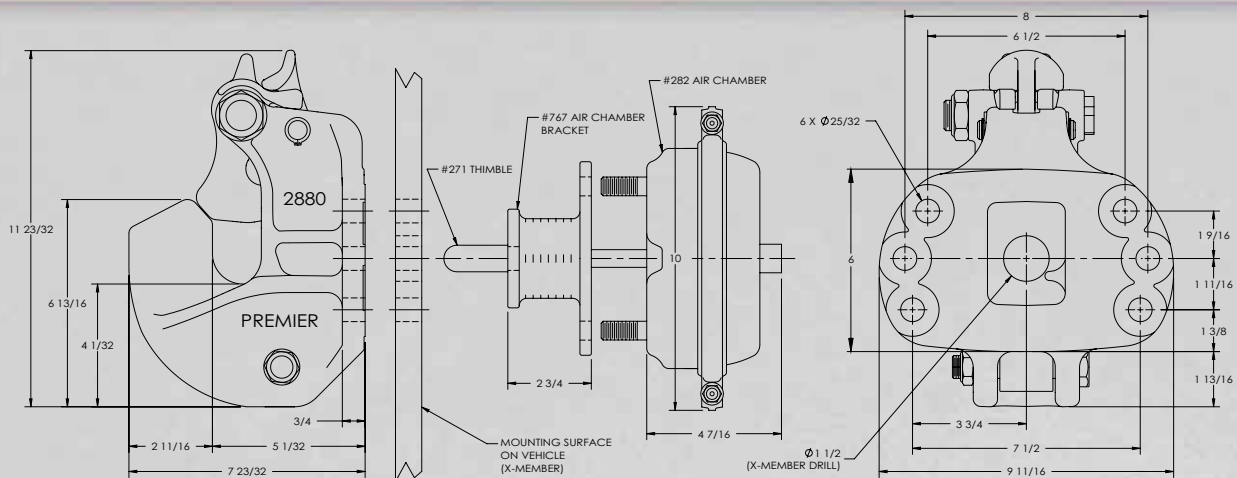
- **Thimbles (pg 74):** 271B [4 3/8 in. / 111 mm], 271C [5 1/2 in. / 140 mm]
- **Wear Gage 14038 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 511 (pg 75):** Bolt Kit 511 uses coarse threaded L9 Grade bolts. Bolts [6] 3 1/2 in., Locknuts [6] *

* Must use Bolt Kit 511 for Max Gross Trailer Weight of up to 170,000 lbs.

SPECIFICATIONS

Maximum Gross Trailer Weight:	170,000 lbs. *	(77,111 kg)
Maximum Tongue Weight:	30,000 lbs.	(13,608 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	3 in.	(76 mm)
Unit Weight:	42.1 lbs.	(19.1 kg)

STANDARD INSTALLATION DRAWING



Pushrod length should be 3 3/4 in. (95 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

2000PK Parts Kit Includes:

- | | |
|---------------------------|----------------|
| 44-62: Retaining Ring (2) | 2073A: Spring |
| 297: Locknut | 2073B: Bushing |
| 373B: Spacer | *266: Spring |
| 388: Pin | *271: Thimble |
| 2071: Bolt | *274: Bolt |
| 2072: Latch | *274A: Locknut |
| 2072A: Spring | *279: Shoe |
| 2072B: Bushing | |
| 2073: Latch Lock | |

*Not included in 2000PK Parts Kit, available for sale individually.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



270 Slack Reducing Coupling

ORDERING INFORMATION



Like our 2200, our 270 also offers the most popular bolt mounting pattern in the industry. Low profile, wear resistant Premalloy and easy quick latching are features that have made the 270 standard with fleets around the world.

This coupling must be used with an air service chamber.

Coupling Only:

- 270 & 271 Thimble

Standard Installation Kit:

- 270A: 270 Coupling, 501 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble

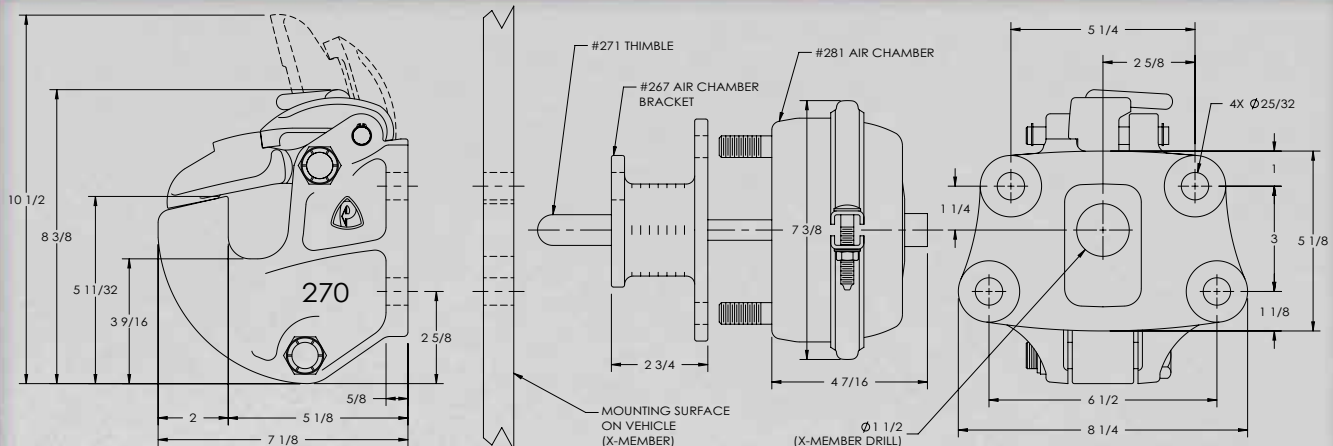
Optional Accessories:

- Air Chamber 282 Type-30 (pg 74): Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- Air Chamber Brackets (pg 74): 267H (3/4 in. / 19 mm), 267F (4 5/8 in. / 117 mm)
- Thimbles (pg 74): 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- Drawbar Guides 378M (pg 73): Helps guide drawbar eye into coupling
- Wear Gage 14011 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit
- Bolt Kit 501 (pg 75): Bolts (2) 2 1/2 in. (2) 2 3/4 in., Locknuts (4)

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	12,000 lbs.	(5,443 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	26.3 lbs.	(11.9 kg)

STANDARD INSTALLATION DRAWING

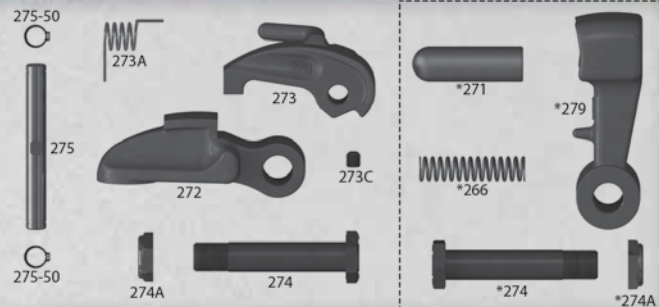


Pushrod length should be 3 5/8 in. (92 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

270PK Parts Kit Includes:

- | | |
|----------------------------|----------------|
| 272: Latch | *266: Spring |
| 273: Pawl | *271: Thimble |
| 273A: Spring | *274: Bolt |
| 273C: Set Screw | *274A: Locknut |
| 274: Bolt | *279: Shoe |
| 274A: Locknut | |
| 275: Pin | |
| 275-50: Retaining Ring (2) | |



* Not included in 270PK Parts Kit, available as 279PK Parts Kit.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



370 Slack Reducing Coupling



Used frequently in dump and pup applications, our popular 370 offers users a low profile, high latch strength and our Premalloy body for maximum wear.

This coupling must be used with an air service chamber.

ORDERING INFORMATION

Coupling Only:

- 370 & 271 Thimble

Standard Installation Kit:

- 370A: 370 Coupling, 502 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

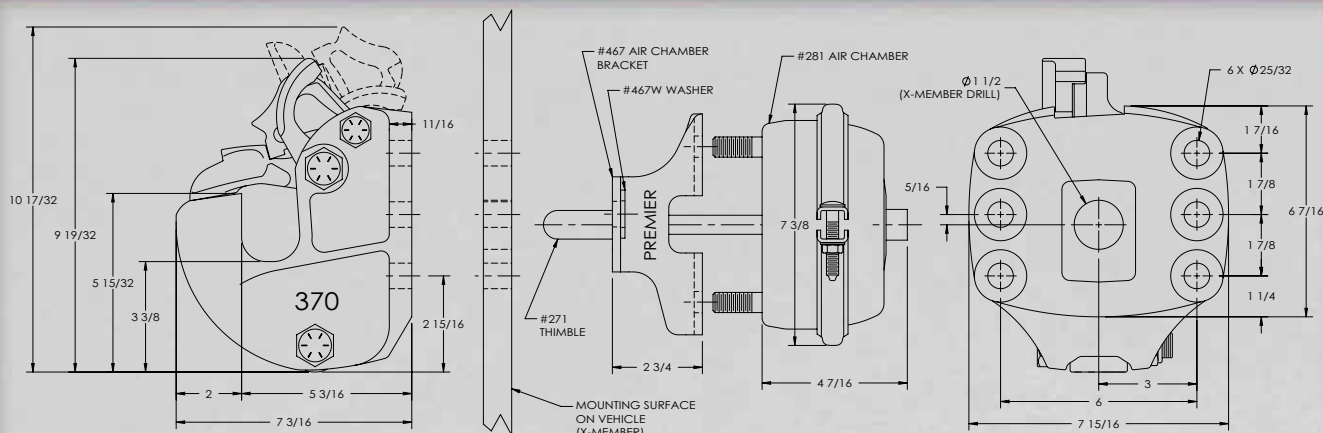
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- **Air Chamber Brackets (pg 74):** 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Drawbar Guides 378 (pg 73):** Helps guide drawbar eye into coupling
- **Wear Gage 14011 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 502 (pg 75):** Bolts (4) 2 1/2 in. (2) 2 3/4 in., Locknuts (6)

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	30 lbs.	(13.6 kg)

STANDARD INSTALLATION DRAWING



Pushrod length is 4 in. (102 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

370PK Parts Kit Includes:

274A: Locknut	582A: Spring
372B: Locking Pawl	*266: Spring
373: Pawl	*271: Thimble
373A: Spring	*274: Bolt
373B: Spacer	*274A: Locknut
374: Bolt	*279: Shoe
375: Bolt	
375A: Locknut	
472: Latch	

*Not included in 370PK Parts Kit, available as 279PK Parts Kit.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



370B Slack Reducing Coupling

ORDERING INFORMATION



This coupling is designed for installations where rear clearance is a problem. Similar to our popular 370, the 370B allows for a bottom mount air can (see illustration below).

This coupling must be used with an air service chamber.

Coupling Only:

- 370B & 271 Thimble

Standard Installation Kit:

- 370BC: 370B Coupling, 503 Bolt Kit, 281C Air Chamber, 271 Thimble

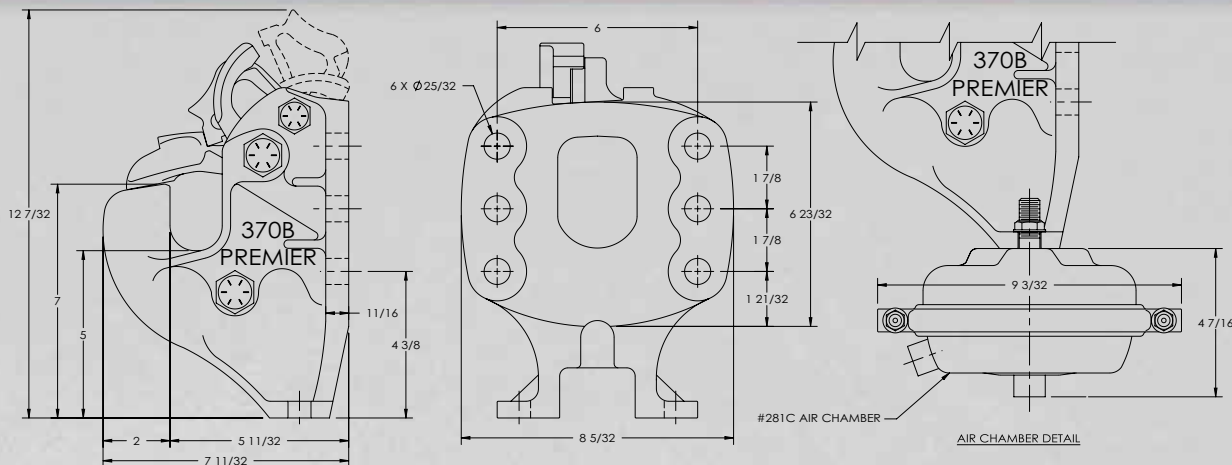
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281C Air Chamber
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm)
271C (5 1/2 in. / 140 mm)
- **Drawbar Guides 378 (pg 73):** Helps guide drawbar eye into coupling
- **Wear Gage 14011 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 503 (pg 75):** Bolts (6) 2 1/2 in., Locknuts (6)

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	31 lbs.	(14.0 kg)

STANDARD INSTALLATION DRAWING



Pushrod length is 2 3/8 in. (60 mm). Not for use with rear mount air can.

REPLACEMENT PART INFORMATION

370PK Parts Kit Includes:

274A: Locknut	582A: Spring
372B: Locking Pawl	*271: Thimble
373: Pawl	*274A: Locknut
373A: Spring	*374: Bolt
373B: Spacer	*376: Spring
374: Bolt	*379: Shoe
375: Bolt	
375A: Locknut	
472: Latch	

**Not included in 370PK Parts Kit, available for sale individually.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



470 Slack Reducing Coupling



Often used in the agricultural industry as well as tankers the 470 offers a similar latching system as our 270 but with a different mounting pattern.

This coupling must be used with an air service chamber.

ORDERING INFORMATION

Coupling Only:

- 470 & 271 Thimble

Standard Installation Kit:

- 470A: 470 Coupling, 508 Bolt Kit, 281 Air Chamber, 467 Air Chamber Adapter Bracket, 271 Thimble

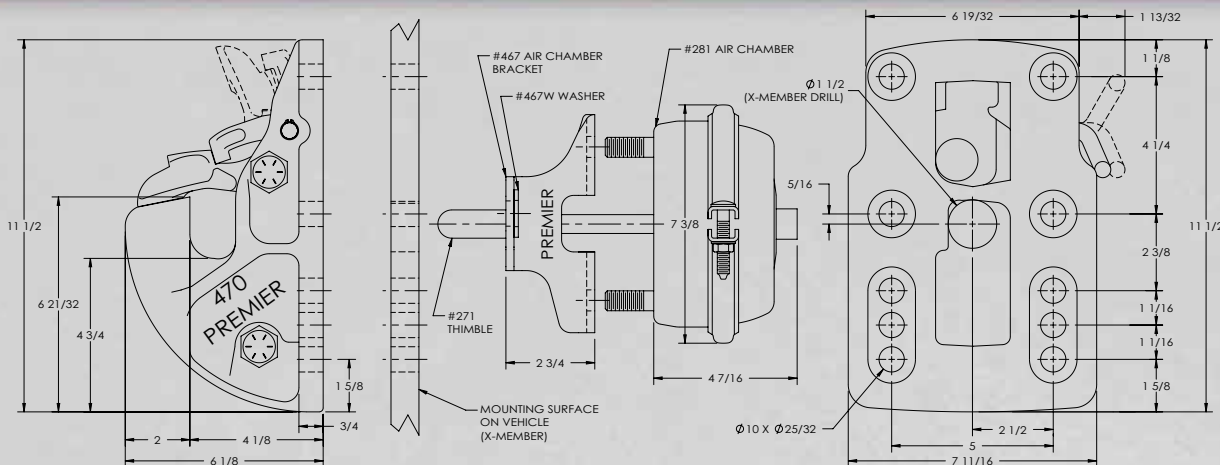
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber
- **Air Chamber Brackets (pg 74):** 467H (3/4 in. / 19 mm), 467F (5 1/2 in. / 140 mm)
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Drawbar Guides 438 (pg 73):** Helps guide drawbar eye into coupling
- **Wear Gage 14011 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 508 (pg 75):** Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	12,000 lbs.	(5,443 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	32.5 lbs.	(14.7 kg)

STANDARD INSTALLATION DRAWING



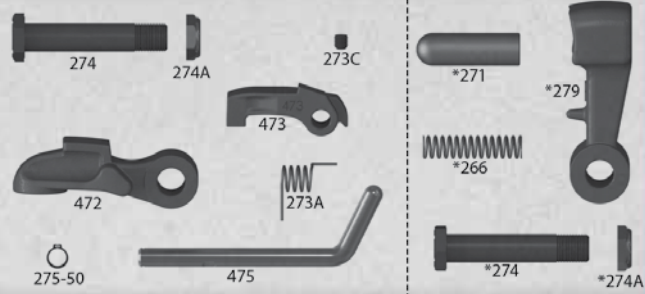
Pushrod length is 3 in. (76 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

470PK Parts Kit Includes:

- | | |
|------------------------|----------------|
| 273A: Spring | *266: Spring |
| 273C: Set Screw | *271: Thimble |
| 274: Bolt | *274: Bolt |
| 274A: Locknut | *274A: Locknut |
| 275-50: Retaining Ring | *279: Shoe |
| 475: Pin / Handle | |
| 472: Latch | |
| 473: Pawl | |

*Not included in 470PK Parts Kit, available as 279PK Parts Kit.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



470H Slack Reducing Coupling

ORDERING INFORMATION



PREMALLOY



Very similar to our 470, the 470H simply offers a different mounting pattern.

This coupling must be used with an air service chamber.

Product Discontinued No Longer Available

Alternate Option:

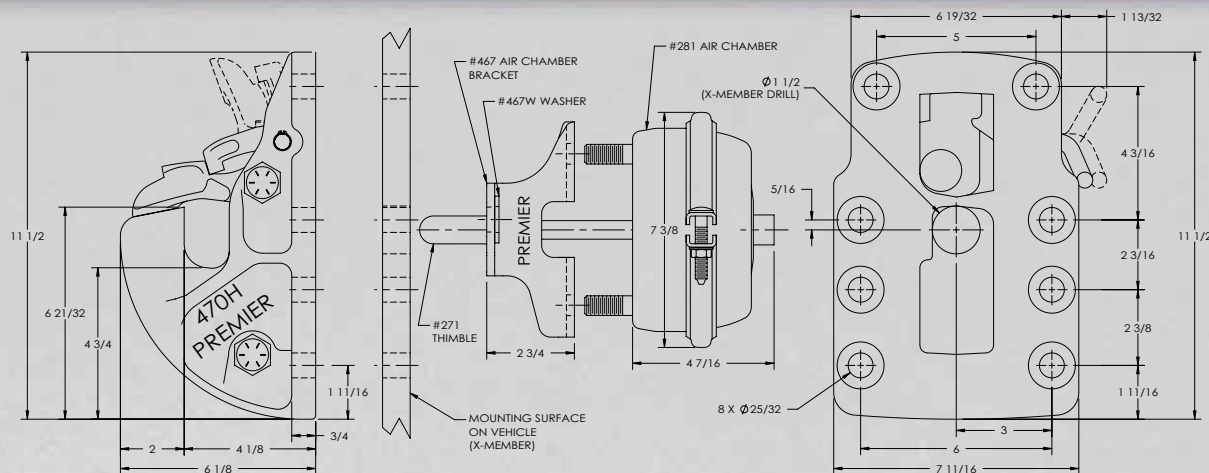
Our 2400H is an alternate option, which offers the same mounting pattern as our 470H. See page 18 for additional specifications.

470PK Parts Kit available for purchase

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	12,000 lbs.	(5,443 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	32.6 lbs.	(14.8 kg)

STANDARD INSTALLATION DRAWING



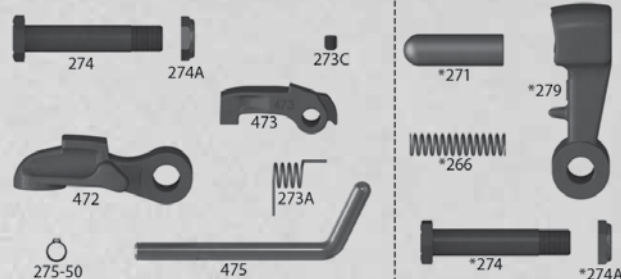
Pushrod length is 3 in. (76 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

470PK Parts Kit Includes:

273A: Spring	*266: Spring
273C: Set Screw	*271: Thimble
274: Bolt	*274: Bolt
274A: Locknut	*274A: Locknut
275-50: Retaining Ring	*279: Shoe
475: Pin / Handle	
472: Latch	
473: Pawl	

**Not included in 470PK Parts Kit, available as 279PK Parts Kit.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



570 Slack Reducing 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 & 271 Thimble

Standard Installation Kit:

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

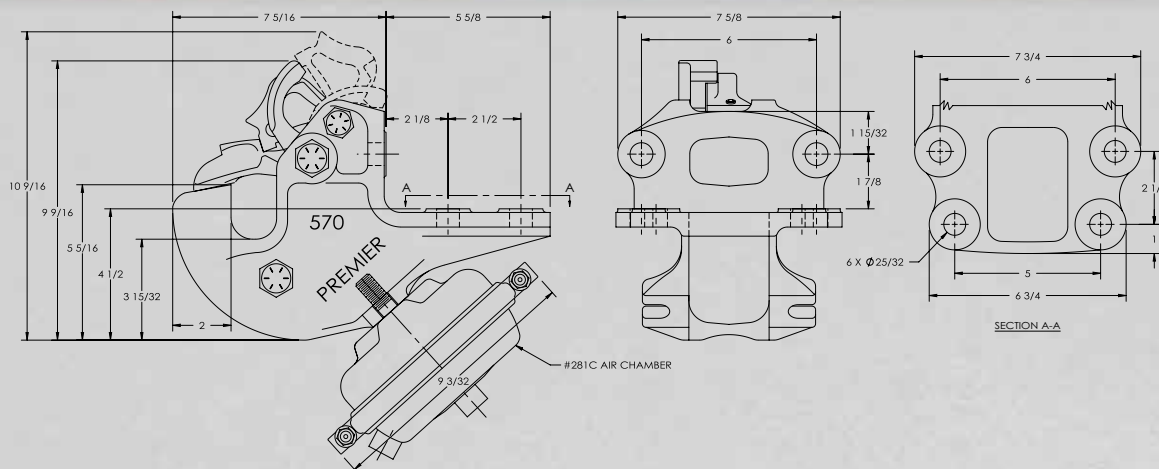
Optional Accessories:

- **Air Chamber 282 Type-30 (pg 74):** Provides a larger diaphragm for greater shoe force compared to 281C Air Chamber
- **Thimbles (pg 74):** 271B (4 3/8 in. / 111 mm), 271C (5 1/2 in. / 140 mm)
- **Drawbar Guides 378 (pg 73):** Helps guide drawbar eye into coupling
- **Wear Gage 14011 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit
- **Bolt Kit 504 (pg 75):** Bolts (6) 2 in., Locknuts (6)

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 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	*271: Thimble
372B: Locking Pawl	*274A: Locknut
373: Pawl	*374: Bolt
373A: Spring	*376: Spring
373B: Spacer	*579: Shoe
374: Bolt	
375: Bolt	
375A: Locknut	
472: Latch	
582A: Spring	

**Not included in 370PK Parts Kit, available individually.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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



820ELA Slack Reducing Coupling

ORDERING INFORMATION



Featuring our new **SAF-T-LATCH** the 820ELA coupling assembly offers an exceptionally safe, strong, easy to use latch mechanism, Extended Life (EL) lubrication points, and the most popular bolt hole pattern in the industry. The latch mechanism includes a small auxiliary air cylinder that is connected to our 281 or 282 Air Chamber. This assists in ensuring the latching mechanism is closed while the vehicle is in motion.

This coupling must be used with an air service chamber.

Coupling Only:

- 820EL Coupling is not sold individually, must be ordered as a kit

Standard Installation Kit:

- **820ELA:** 820EL Coupling, 834 Air Line, 835 Reducer Fitting, 836 Fitting, 509 Bolt Kit, 281 Air Chamber, 267 Air Chamber Adapter Bracket, 271 Thimble

- **820ELA-Custom:** 820EL Coupling, 834 Air Line, 835 Reducer Fitting, 836 Fitting, 509 Bolt Kit, 281-Custom (specify length at time of order), 267 Air Chamber Adapter Bracket, 271 Thimble

- **820ELR:** 820EL Coupling, 834 Air Line, 835 Reducer Fitting, 836 Fitting, 509 Bolt Kit, 281L Air Chamber, 271 Thimble

Optional Accessories:

- **Air Chamber 282 Type-30:** Provides a larger diaphragm for greater shoe force compared to 281 Air Chamber.

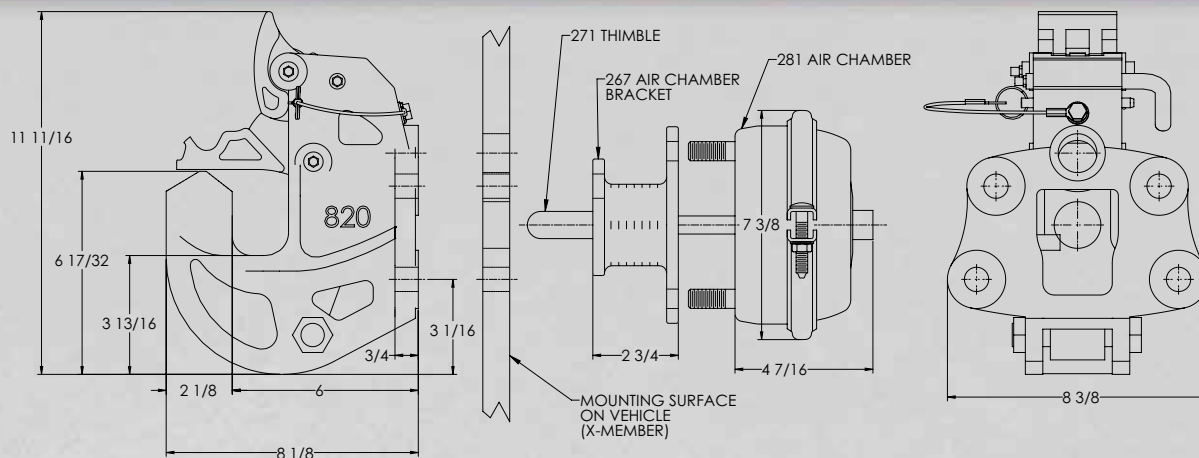
- **Wear Gage 14014 (2 1/8 in.):** To determine hook wear limits.

- **Latch Gage 14026:** To determine latch gap limit.

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	60,000 lbs.	(27,216 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	48.8 lbs.	(22.1 kg)

STANDARD INSTALLATION DRAWING

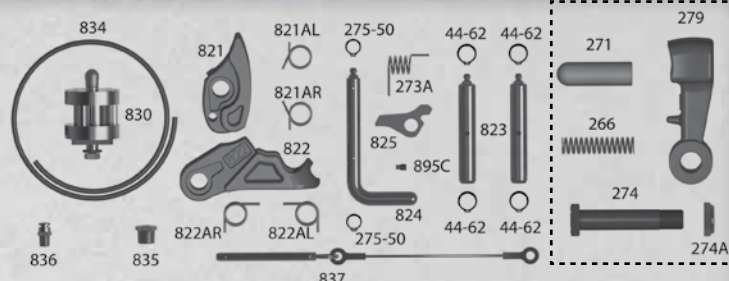


Pushrod Length: 4 5/16 in. (110 mm) plus thickness of mounting structure (x-member) for standard installations.

REPLACEMENT PART INFORMATION

820PK-EL Parts Kit Includes:

273A: Spring	*266: Spring
275-50: Retaining Ring (2)	*271: Thimble
44-62: Retaining Ring (4)	*274: Bolt
821: Pawl	*274A: Locknut
821AL/AR: Spring	*279: Shoe
823: Pin	**834: Air Line
824: Handle	**835: Reducer Fitting
825: Locking Pawl	**836: Fitting
837 Safety Pin & Cable	***830 Auxiliary Air Cylinder
895C: Set Screw	



*Not included in 820PK-EL Parts Kit, available as 279PK Parts Kit ** Available as separate kit (834K) ***Not included in 820PK-EL Parts Kit, available individually

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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





PREMIER

MANUFACTURING CO.

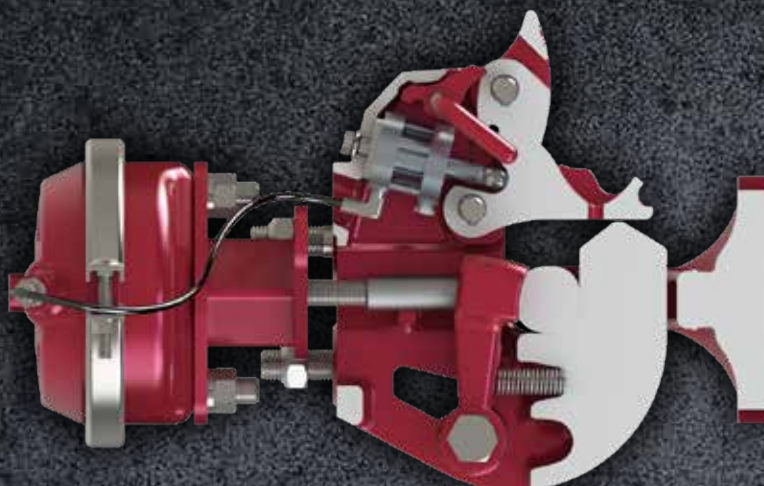
820ELA SLACK REDUCING COUPLING

The 820ELA is designed to close the latch when the 281 air chamber is pressurized. The small air cylinder inside the coupling body is connected to the 281 air chamber. When the 281 is pressurized, which happens when the emergency brake is released, the cylinder rod on the 830 air cylinder extends and contacts the pocket in the 822 lower latch until the 822 clears the 821.



Note: The drawbar eye and coupling are sliced in half for viewing purposes. The light gray represents the cut portions.

Torsion springs connected to the 821 and 825 rotate the parts to the closed position once the 822 is rotated to the closed position. This is intended to be an additional safety feature to help ensure the latch is closed. Closing and making sure the latch is closed correctly is always the responsibility of the person making the coupling connection and the drivers responsibility to verify that the equipment is correctly connected prior to moving the vehicle.



880 Slack Reducing Coupling

ORDERING INFORMATION



PREMALLOY



Similar to our 780, Premier's 880 is the brute of couplings. With a maximum GTW of 150,000 lbs., this coupling was designed for the tough stuff. Featuring Premalloy alloy construction for maximum wear, the 880 will provide years of service in even the most abusive environments.

This coupling must be used with an air service chamber.

Product Discontinued No Longer Available

Alternate Option:

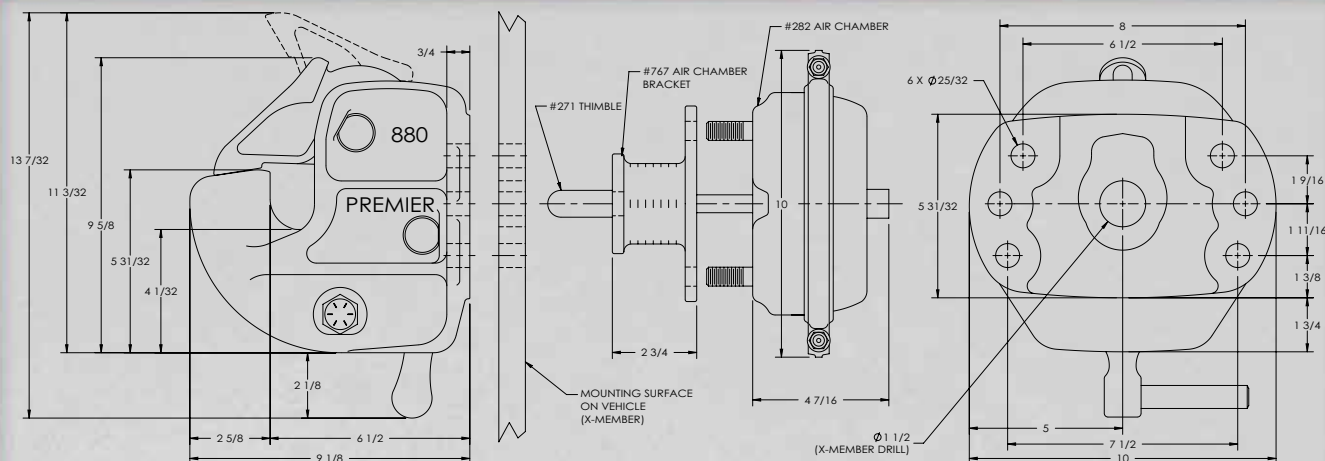
Our 2880 is an alternate option, which offers the same mounting pattern as our 880. See page 19 for additional specifications.

880RK Parts Kit available for purchase

SPECIFICATIONS

Maximum Gross Trailer Weight:	150,000 lbs.	(68,039 kg)
Maximum Tongue Weight:	30,000 lbs.	(13,608 kg)
Ultimate Latch Capacity:	30,000 lbs.	(13,608 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	3 in.	(76 mm)
Unit Weight:	47.5 lbs.	(21.5 kg)

STANDARD INSTALLATION DRAWING



Pushrod length should be 5 3/8 in. (137 mm) plus thickness of mounting structure for standard installations as illustrated.

REPLACEMENT PART INFORMATION

880RK Parts Kit Includes:

266: Spring	781: Handle
*271: Thimble	782: Latch
274A: Locknut	783: Lever
279: Shoe	785Z: Pin
374: Bolt	785Z-1: Retaining Ring
382A: Spring	
384Z: Bolt	
387: Locknut	
582A: Spring	

*Not included in 880RK parts kit, available individually.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SLACK REDUCING 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





PREMIER
MANUFACTURING CO.

NON-AIR COUPLINGS

1-800-255-5387



PREMIER-MFG.COM

16 & 24 Couplings

16 Pin & Clevis Coupling

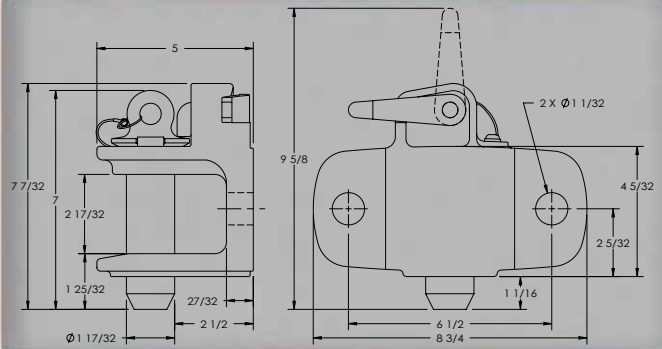
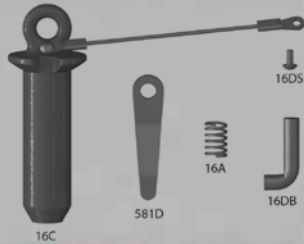


Premier's Pin and Clevis model 16 coupling is simple in design yet offers high pull capacity for its size. Often used for dolly haul back, industrial and agricultural operations. This unit can even be mounted on the front bumper of tractors for emergency towing or recovery operations.

REPLACEMENT PART INFORMATION

Model 16 Parts Available:

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



ORDERING INFORMATION

Coupling:
- 16

Optional Accessories:
- None

SPECIFICATIONS

Maximum Gross Trailer Weight:	60,000 lbs.	(27,216 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 lbs.	(7.7 kg)

24 Drop-Down Coupling

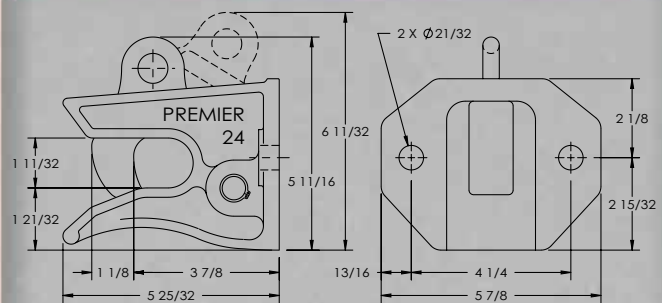
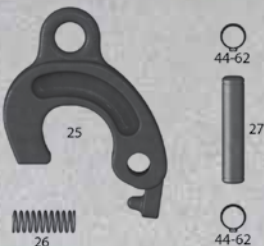


The 24 coupling provides light duty pulling capacity with very simple operation. The eyelet attached to the top of the hook makes uncoupling quick and easy and can even be used for remote operation (i.e. rope or cable release). Not recommended for over-the-road use, the 24 is ideal for many farm, factory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

REPLACEMENT PART INFORMATION

Model 24 Parts Available:

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



ORDERING INFORMATION

Coupling:
- 24

Optional Accessories:
- None

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:	9.2 lbs.	(4.2 kg)

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



130 & 140 Couplings

130 Coupling

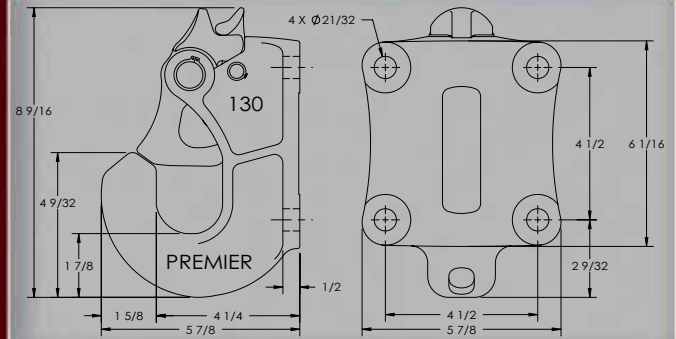


Popular for dolly haul back, the model 130 is ideal for light to medium duty applications. Like many of Premier's couplings, the model 130 features a strong strike-resistant latching system that is easy to operate and maintain.

REPLACEMENT PART INFORMATION

130PK Parts Kit Includes:

- 131: Pin
- 132: Latch
- 132A: Spring
- 132B: Bushing
- 133: Latch Lock
- 133A: Spring
- 134: Pin
- 134B: Bushing
- 144-75: Retaining Ring (2)
- 275-50: Retaining Ring (2)



ORDERING INFORMATION

Coupling:
- 130

Optional Accessories:

- Latch Gage 14005 (pg 73)
- Latch Gage 14026 (pg 73)

SPECIFICATIONS

Maximum Gross Trailer Weight:	30,000 lbs.	(13,608 kg)
Maximum Tongue Weight:	6,000 lbs.	(2,722 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 11/16 in.	(43 mm)
Minimum Eye Opening:	2 in.	(51 mm)
Unit Weight:	14.5 lbs.	(6.6 kg)

140 Coupling

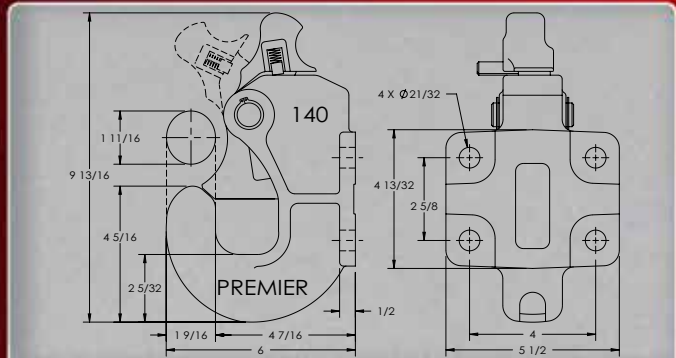
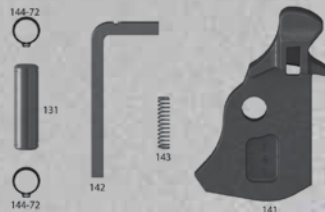


Premier's 140 has been in use by light and medium duty users for many years. Easy to operate, strike-resistant latching and popular mounting pattern make the model 140 ideal for many industries and applications.

REPLACEMENT PART INFORMATION

Model 140 Parts Available:

- 131: Pin
- 141: Latch
- 142: Key, Latch
- 143: Spring
- 144-75: Retaining Ring (2)



ORDERING INFORMATION

Coupling:
- 140

Optional Accessories:

- Wear Gage 14032 (pg 73)
- Wear Gage 14035 (pg 73)
- Latch Gage 14026 (pg 73)

SPECIFICATIONS

Maximum Gross Trailer Weight:	30,000 lbs.	(13,608 kg)
Maximum Tongue Weight:	4,500 lbs.	(2,041 kg)
Ultimate Latch Capacity:	2,250 lbs.	(1,021 kg)
Maximum Eye X-Section:	1 1/2 in.	(38 mm)
Minimum Eye Opening:	2 in.	(51 mm)
Unit Weight:	14.7 lbs.	(6.7 kg)

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



135NT Swivel Coupling

ORDERING INFORMATION

Coupling:

- 135NT

Optional Accessories:

- Wear Gage 14008 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit



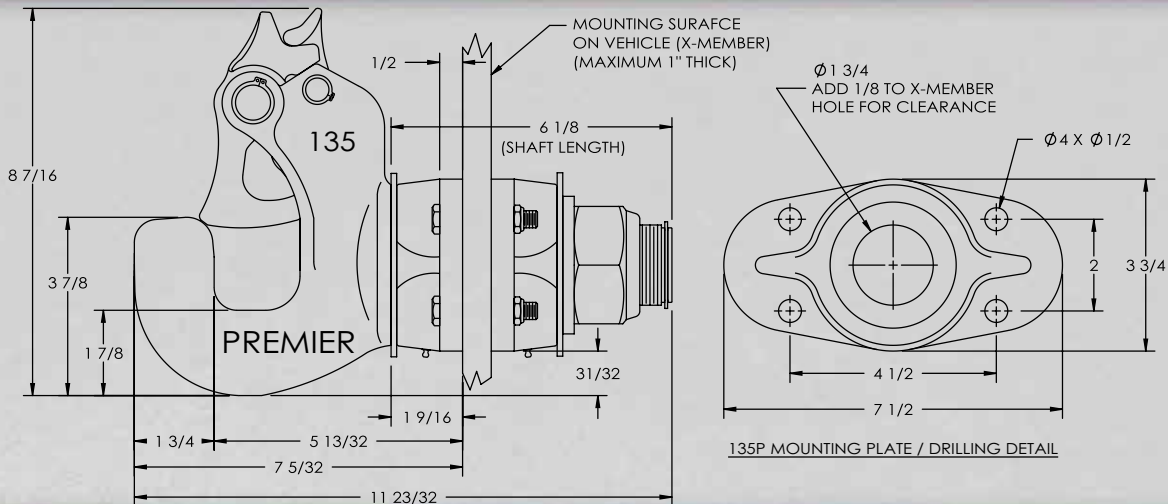
Utility companies, construction, agricultural and military operations will all benefit from Premier's 135NT and 235NT Swivel couplings. Swivel action eliminates torque between mated vehicles when traveling over rough, uneven terrain.

NOT to be used with swivel-type drawbar eye.

SPECIFICATIONS

Maximum Gross Trailer Weight:	30,000 lbs.	(13,608 kg)
Maximum Tongue Weight:	6,000 lbs.	(2,722 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 11/16 in.	(43 mm)
Minimum Eye Opening:	2 1/16 in.	(52 mm)
Unit Weight:	25.8 lbs.	(11.7 kg)

DRAWING DETAIL

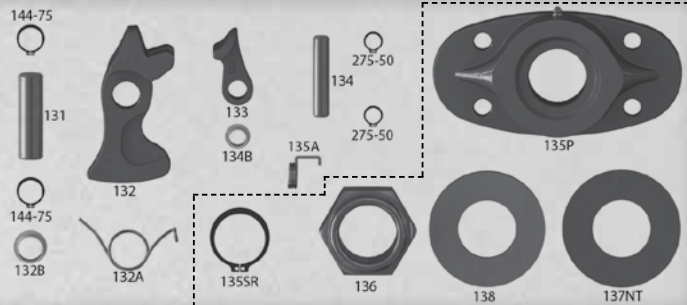


REPLACEMENT PART INFORMATION

135PK Parts Kit Includes:

131: Pin	* 135P: Mounting Plate (2)
132: Latch	* 135SR: Retaining Ring
132A: Spring	* 136: Locknut
132B: Bushing	* 137NT: Polymer Washer (2)
133: Latch Lock	* 138: Washer
134: Pin	
134B: Bushing	
135A: Spring	
144-75: Retaining Ring (2)	
275-50: Retaining Ring (2)	

*Not included in parts kit, available individually.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



150 Combination Coupling

ORDERING INFORMATION

Coupling and Ball Combinations:

- **150:** 150 coupling & 155 ball capacity MGTW: 10,000 lbs. (4,535 kg)
- **150-1:** 150 coupling & 156 ball capacity MGTW: 10,000 lbs. (4,535 kg)

Optional Accessories:

- **Bolt Kit 159:** Four - 1/2 in. (13 mm) O.D. x 2 in. (51 mm) long bolts, lock washers and nuts
- **Adjustable mounts for receiver-type connections (pg 76):**
165 Receiver: 10,000 lbs. (4,535 kg) Max. gross trailer weight
166 Receiver: 12,000 lbs. (5,443 kg) Max. gross trailer weight
- **Replacement Balls (pg 77):**
155 Ball: 2 in. (51 mm) Diameter
156 Ball: 2 5/16 in. (59 mm) Diameter
- **Latch Gage 14026 (pg 73):** To determine latch gap limit



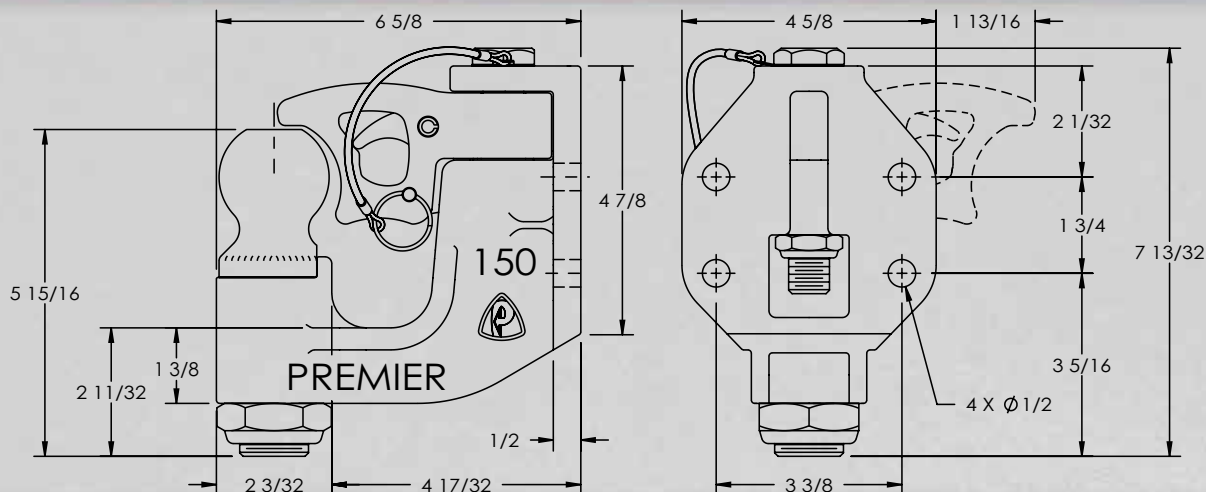
165 /166 Receiver - Pg 78

One of Premier's most unique and versatile couplings is our popular model 150 Combination Coupling. Whether you need to pull a trailer with an eye or ball connection, the 150 can do the job. Our patented side-swing latch helps prevent tailgate damage and keeps the profile compact.

SPECIFICATIONS

Maximum Gross Trailer Weight:	20,000 lbs.	(9,072 kg)
Maximum Tongue Weight:	2,500 lbs.	(1,134 kg)
Ultimate Latch Capacity:	5,000 lbs.	(2,268 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	14.7 lbs.	(6.7 kg)

DRAWING DETAIL

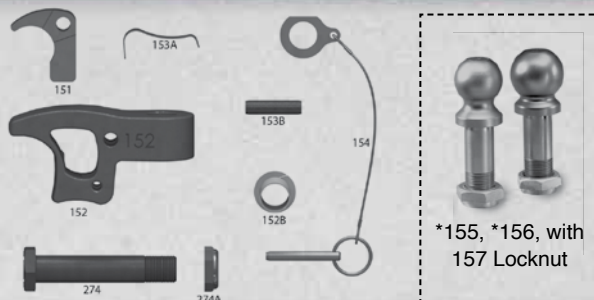


REPLACEMENT PART INFORMATION

150PK Parts Kit Includes:

- | | |
|----------------|---------------------------|
| 151: Trigger | *155: Ball w/ 157 Locknut |
| 152: Latch | 2 in. (51 mm) |
| 152B: Bushing | |
| 153A: Spring | *156: Ball w/ 157 Locknut |
| 153B: Roll Pin | 2 5/16 in. (59 mm) |
| 154: Latch Pin | |
| 274: Bolt | |
| 274A: Locknut | |

*Not included in parts kit, available individually.



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



160 Coupling

ORDERING INFORMATION

Coupling:
- 160

Optional Accessories:

- **Bolt Kit 159:** Four - 1/2 in. [13 mm] O.D. x 2 in. [51 mm] long bolts, lock washers and nuts
- **Adjustable mounts for receiver-type connections (pg 76):**
165 Receiver: 10,000 lbs. [4,535 kg] Max. gross trailer weight
166 Receiver: 12,000 lbs. [5,443 kg] Max. gross trailer weight
- **Wear Gage 14035 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit

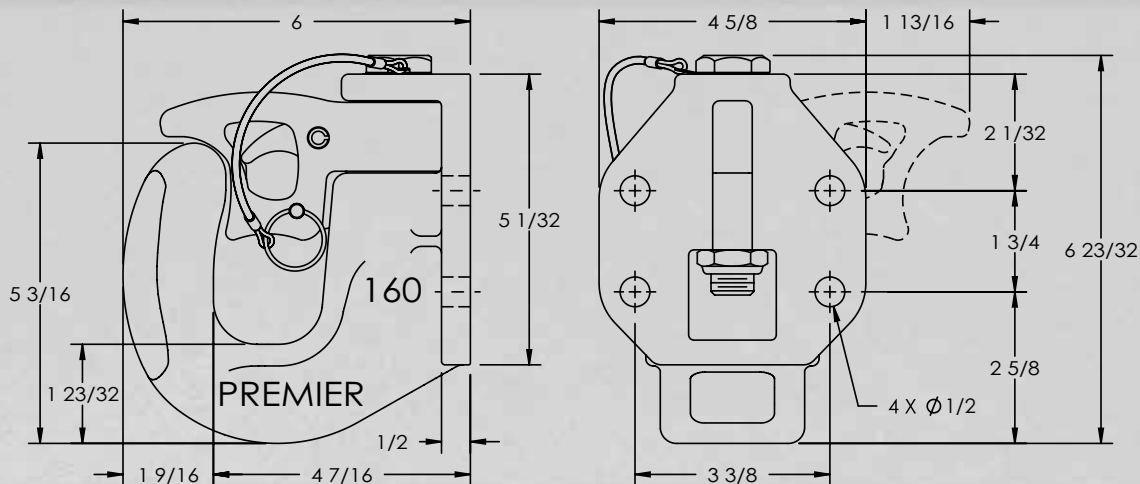
SPECIFICATIONS

Maximum Gross Trailer Weight:	30,000 lbs.	(13,608 kg)
Maximum Tongue Weight:	4,500 lbs.	(2,041 kg)
Ultimate Latch Capacity:	5,000 lbs.	(2,268 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 in.	(51 mm)
Unit Weight:	14.4 lbs.	(6.5 kg)



The same unique latching as our model 150, the model 160 offers a compact profile for tight places. Ideal for dolly haul back and other light to medium duty applications.

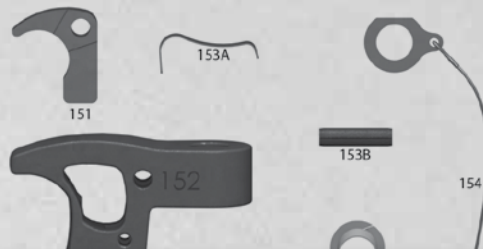
DRAWING DETAIL



REPLACEMENT PART INFORMATION

150PK Parts Kit Includes:

- 151: Trigger
- 152: Latch
- 152B: Bushing
- 153A: Spring
- 153B: Roll Pin
- 154: Latch Pin
- 274: Bolt
- 274A: Locknut



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



160HD Coupling



The model 160HD offers the same compact profile as the 160 with an additional 10,000 lbs. of gross trailer weight capacity and 2,000 lbs. of tongue weight capacity.

ORDERING INFORMATION

Coupling:
- 160 HD

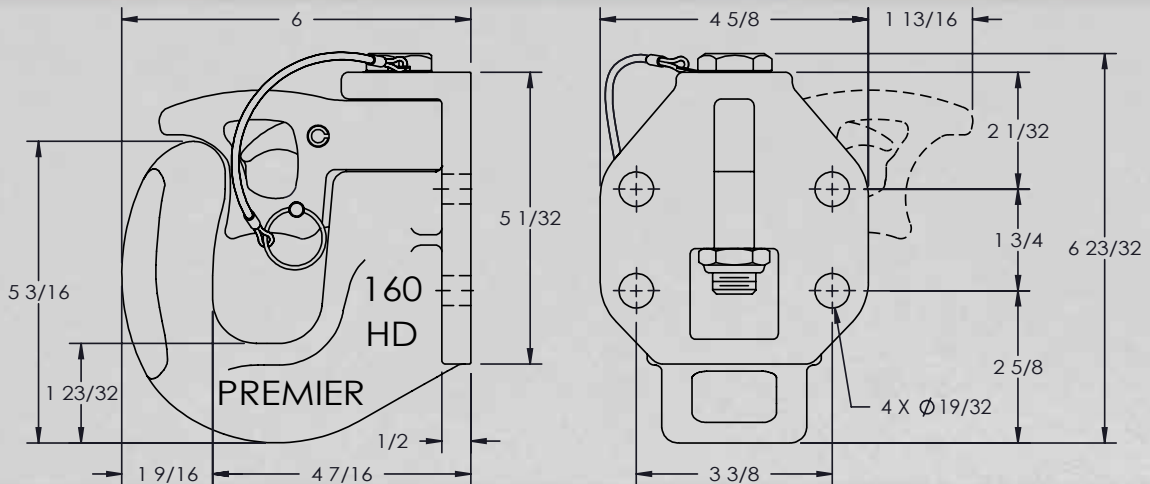
Optional Accessories:

- Wear Gage 14035 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	40,000 lbs.	(18,144 kg)
Maximum Tongue Weight:	6,500 lbs.	(2,948 kg)
Ultimate Latch Capacity:	5,000 lbs.	(2,268 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 in.	(51 mm)
Unit Weight:	14.4 lbs.	(6.5 kg)

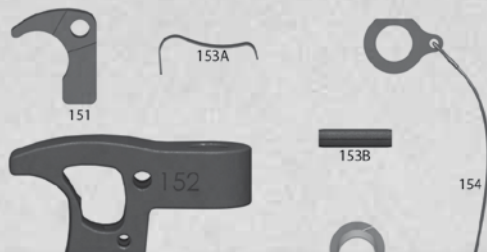
DRAWING DETAIL



REPLACEMENT PART INFORMATION

150PK Parts Kit Includes:

- 151: Trigger
- 152: Latch
- 152B: Bushing
- 153A: Spring
- 153B: Roll Pin
- 154: Latch Pin
- 274: Bolt
- 274A: Locknut



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



235NT Swivel Coupling

ORDERING INFORMATION

Coupling:
- 235NT

Optional Accessories:

- Wear Gage 14011 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit



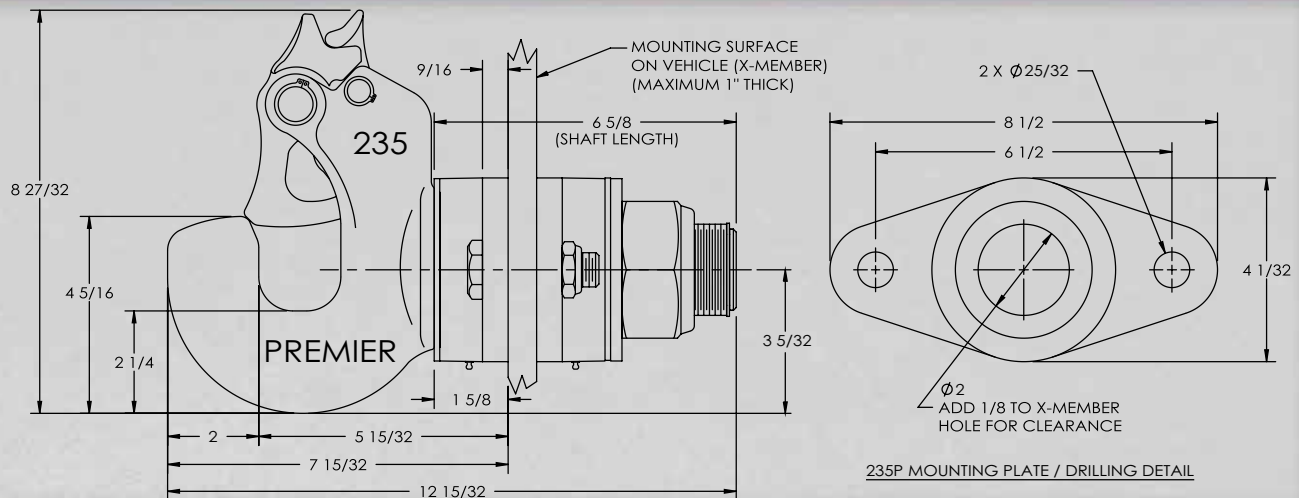
Premier's 235NT Swivel is a bit heavier duty than our 135NT Swivel for those extra tough jobs. When rough uneven ground is a problem, the 235NT Swivel may be the answer.

NOT to be used with swivel-type drawbar eye.

SPECIFICATIONS

Maximum Gross Trailer Weight:	60,000 lbs.	(27,216 kg)
Maximum Tongue Weight:	12,000 lbs.	(5,443 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 11/16 in.	(43 mm)
Minimum Eye Opening:	2 1/8 in.	(54 mm)
Unit Weight:	32 lbs.	(14.5 kg)

DRAWING DETAIL

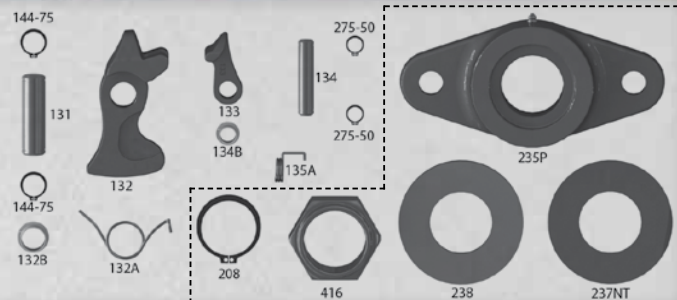


REPLACEMENT PART INFORMATION

135PK Parts Kit Includes:

131: Pin	*208: Retaining Ring
132: Latch	*235P: Mounting Plate (2)
132A: Spring	*237NT: Polymer Washer (2)
132B: Bushing	*238: Washer
133: Latch Lock	*416: Locknut
134: Pin	
134B: Bushing	
135A: Spring	
144-75: Retaining Ring (2)	
275-50: Retaining Ring (2)	

**Not included in parts kit, available individually.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



240 Coupling



Designed as a direct retrofit to the mounting pattern of Premier's 135NT Swivel Coupling. The 240 has extra toughness and wear resistance that Premalloy users have come to expect.

ORDERING INFORMATION

Coupling:

- 240

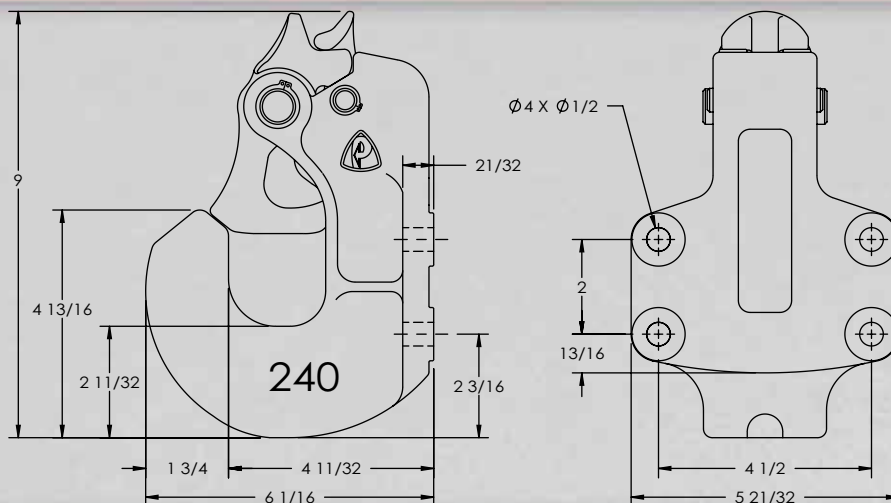
Optional Accessories:

- **Bolt Kit 159:** Four - 1/2 in. (13 mm) O.D. x 2 in. (51 mm) long bolts, lock washers and nuts
- **Wear Gage 14008 (page 73):** To determine hook wear limits
- **Latch Gage 14026 (page 73):** To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	45,000 lbs.	(20,412 kg)
Maximum Tongue Weight:	6,000 lbs.	(2,722 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 11/16 in.	(43 mm)
Minimum Eye Opening:	2 1/16 in.	(52 mm)
Unit Weight:	16.1 lbs.	(7.3 kg)

DRAWING DETAIL



REPLACEMENT PART INFORMATION

130PK Parts Kit Includes:

- 131: Pin
- 132: Latch
- 132A: Spring
- 132B: Bushing
- 133: Latch Lock
- 133A: Spring
- 134: Pin
- 134B: Bushing
- 144-75: Retaining Ring (2)
- 275-50: Retaining Ring (2)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



240K Coupling

ORDERING INFORMATION

Coupling:

- 240K
- 240KL: 240K with 133KL Left Bar Latch Lock installed

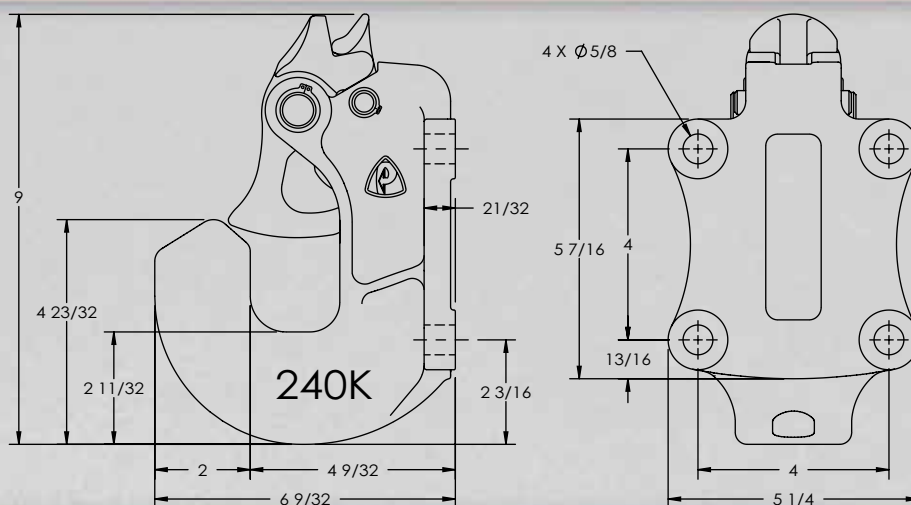
Optional Accessories:

- **Left Bar Latch Lock 133KL:** Enables user to push back the 133 Latch Lock from the left side of the coupling, instead of from the top
- **Wear Gage 14011 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	45,000 lbs.	(20,412 kg)
Maximum Tongue Weight:	6,000 lbs.	(2,722 kg)
Ultimate Latch Capacity:	20,000 lbs.	(9,072 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	17.1 lbs.	(7.8 kg)

DRAWING DETAIL

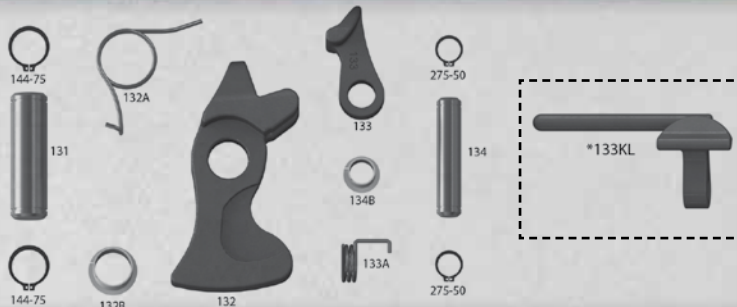


REPLACEMENT PART INFORMATION

130PK Parts Kit Includes:

- 131: Pin
- 132: Latch
- 132A: Spring
- 132B: Bushing
- 133: Latch Lock
- 133A: Spring
- 134: Pin
- 134B: Bushing
- 144-75: Retaining Ring (2)
- 275-50: Retaining Ring (2)

* 133KL: Left Bar Latch Lock



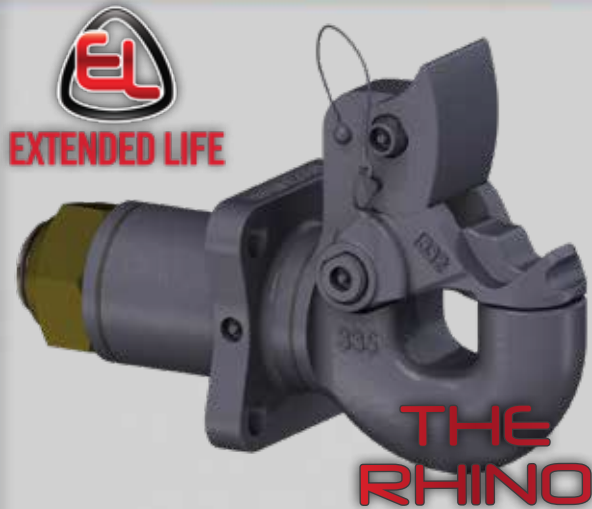
* Not included in parts kit, available individually.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



335NTEL Coupling



Our NEW 335NTEL is the RHINO of swivel couplings with an unsurpassed GTW capacity of 110,000 lbs. A new latch delivers the easiest to use one-handed operation in the industry. Polymer washers seal and reduce wear at the swivel points to ensure a smooth and long-lasting assembly that will need little maintenance. When the going gets tough in your swivel coupling needs, **take Charge with the RHINO!**

ORDERING INFORMATION

Coupling:

- 335NTEL

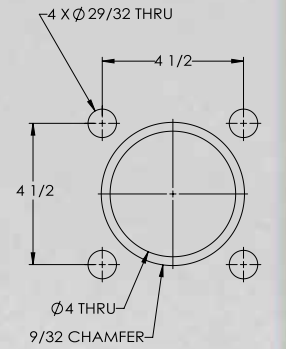
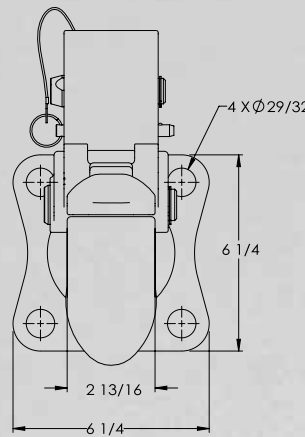
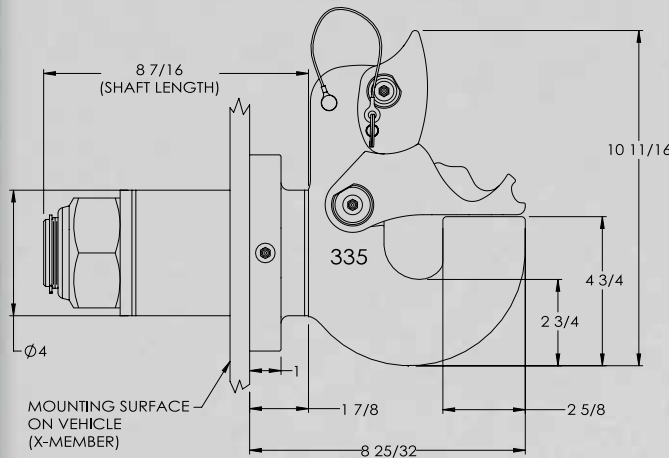
Optional Accessories:

- Wear Gage 14020 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	110,000 lbs.	(49,895 kg)
Maximum Tongue Weight:	20,000 lbs.	(9,072 kg)
Ultimate Latch Capacity:	65,000 lbs.	(29,484 kg)
Maximum Eye X-Section:	1 3/4 in.	(44 mm)
Minimum Eye Opening:	3 in.	(76 mm)
Unit Weight:	63.5 lbs.	(28.8 kg)

DRAWING DETAIL



MOUNTING SURFACE DRILLING DETAIL

REPLACEMENT PART INFORMATION

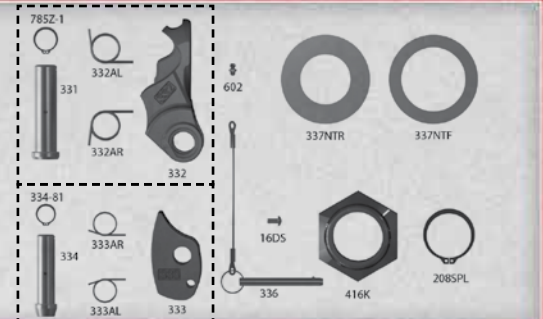
335NTEL Parts Available:

*331: Pin	***16DS: Drive Screw
*332: Latch	***208SPL: Retaining Ring
*332AL: Spring	***336: Safety Pin & Cable
*332AR: Spring	***337NTR: Nylatron Washer
*785Z-1: Retaining Ring	***337NTR: Nylatron Washer
333: Pawl	*416K: Locknut
333AL: Spring	*602: Zerk Fitting
**333AR: Spring	
**334: Pin	
**334-81: Retaining Ring	

* Available as 332PK-EL

** Available as 333PK-EL

*** Available individually



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



480 Coupling

ORDERING INFORMATION

Coupling: - 480

Optional Accessories:

- **Bolt Kit 507:** Four - 3/4 in. (19 mm) O.D. x 2 3/4 in. (70 mm) long bolts and locknuts
- **Wear Gage 14014 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit

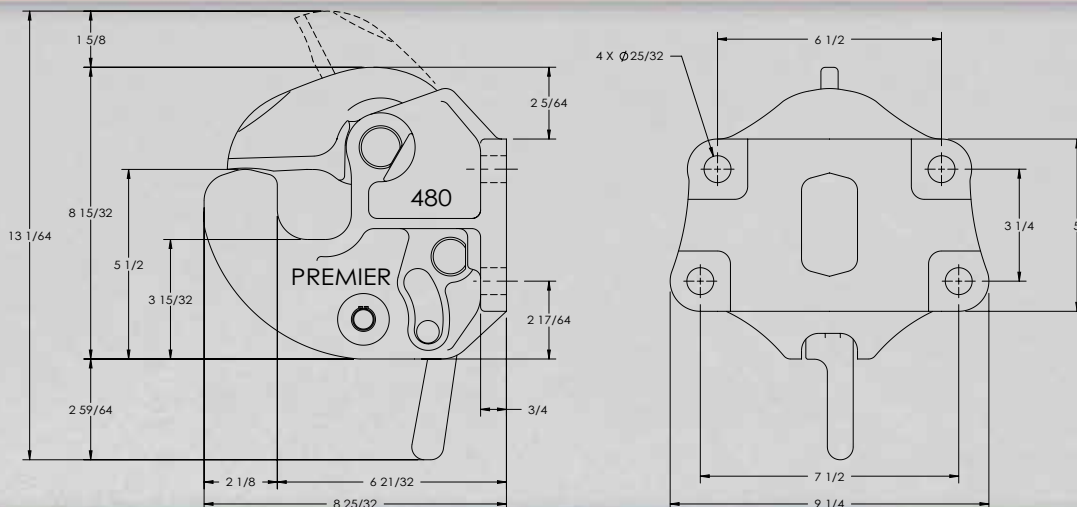


One of our highest capacity non-air couplings, the model 480 has high strength latch components that are strike-resistant and concealed within the coupling body. Conveniently located grease zerks provide for easy maintenance of internal components.

SPECIFICATIONS

Maximum Gross Trailer Weight:	130,000 lbs.	(58,967 kg)
Maximum Tongue Weight:	21,000 lbs.	(9,525 kg)
Ultimate Latch Capacity:	30,000 lbs.	(13,608 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	34.5 lbs.	(15.6 kg)

DRAWING DETAIL



REPLACEMENT PART INFORMATION

480RK Parts Kit Includes:

- | | |
|---------------------------|-------------|
| 44-62: Retaining Ring (2) | 388: Pin |
| 266: Spring | 389: Spacer |
| 295Z-87: Retaining Ring | 482: Latch |
| 381: Handle | |
| 382A: Spring | |
| 383: Lever | |
| 384Z: Bolt | |
| 385Z: Pin | |
| 387: Locknut | |



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



580 Coupling



A long time favorite of the logging industry, Premier's 580 coupling offers a low profile and a very popular mounting pattern. External oil cup enables easy lubrication of internal latch components.

ORDERING INFORMATION

Coupling:
- 580

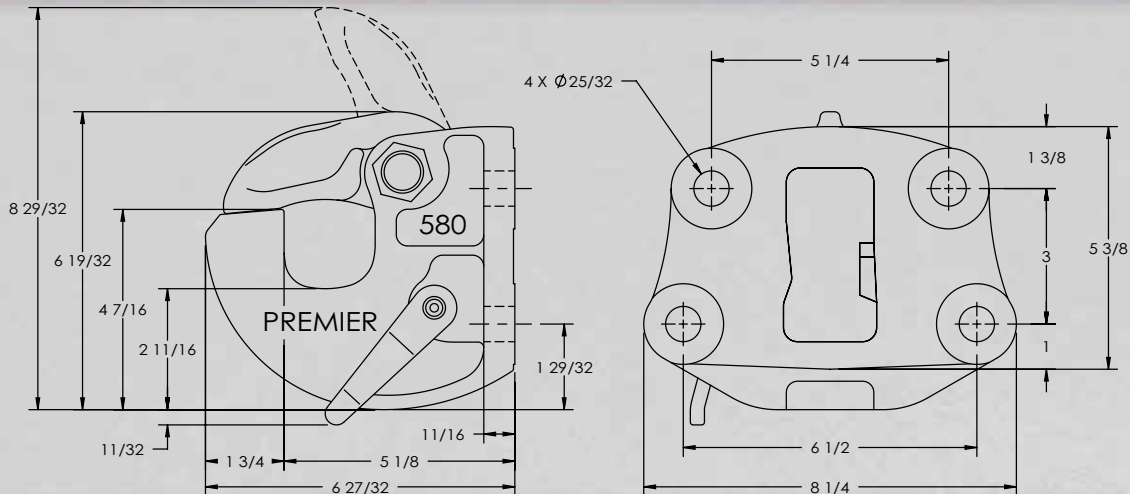
Optional Accessories:

- **Bolt Kit 507:** Four - 3/4 in. [19 mm] O.D. x 2 3/4 in. [70 mm] long bolts and locknuts
- **Wear Gage 14008 (pg 73):** To determine hook wear limits
- **Latch Gage 14026 (pg 73):** To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	70,000 lbs.	(31,751 kg)
Maximum Tongue Weight:	14,000 lbs.	(6,350 kg)
Ultimate Latch Capacity:	30,000 lbs.	(13,608 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 in.	(51 mm)
Unit Weight:	21.3 lbs.	(9.65 kg)

DRAWING DETAIL



REPLACEMENT PART INFORMATION

580RK Parts Kit Includes:

266: Spring	583: Pawl
375A: Locknut	584: Bolt
387: Locknut	585: Spring
581A: Handle	*581: Handle Assembly
581BB: Clip & Cable	
581C: Bushing	
582: Latch	
582A: Spring	

**Not included in parts kit, available individually.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



580J Coupling

ORDERING INFORMATION



PREMALLOY



The same rugged features of our 580, our 580J offers a higher load rating and slightly different mounting pattern. Protected internal latch parts, easy lubrication and ease of operation are trademarks of all our 80 series couplings.

Coupling:
- 580J

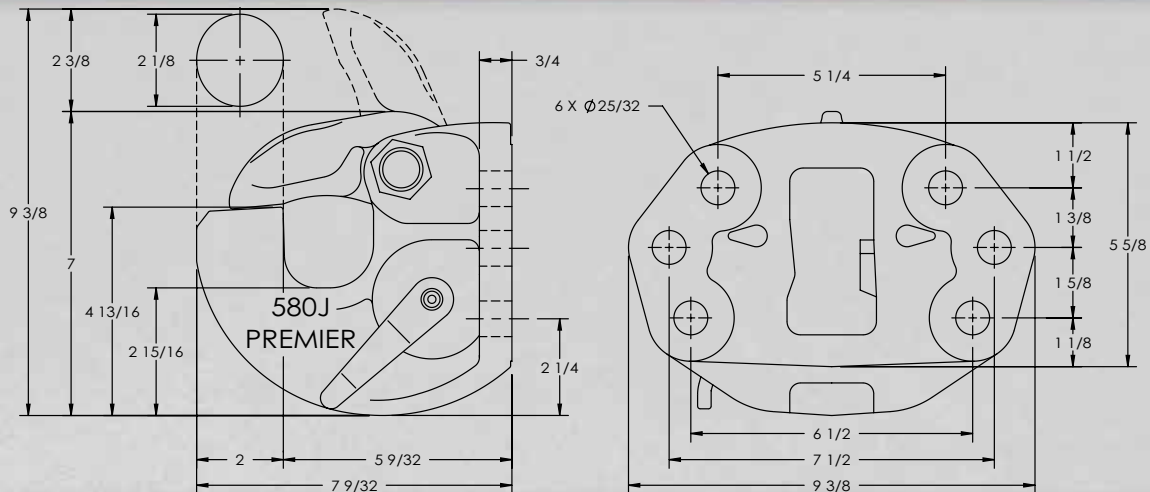
Optional Accessories:

- **Bolt Kit 503:** Six - 3/4 in. [19 mm] O.D. x 2 1/2 in. [64 mm] long bolts and locknuts
- **Wear Gage 14011 [pg 73]:** To determine hook wear limits
- **Wear Gage 14014 [pg 73]:** To determine hook wear limits
- **Latch Gage 14026 [pg 73]:** To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Ultimate Latch Capacity:	30,000 lbs.	(13,608 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	25.3 lbs.	(11.5 kg)

DRAWING DETAIL



REPLACEMENT PART INFORMATION

580RK Parts Kit Includes:

- | | |
|---------------------|-----------------------|
| 266: Spring | 583: Pawl |
| 375A: Locknut | 584: Bolt |
| 387: Locknut | 585: Spring |
| 581A: Handle | *581: Handle Assembly |
| 581BB: Clip & Cable | |
| 581C: Bushing | |
| 582: Latch | |
| 582A: Spring | |

**Not included in parts kit, available individually.*



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



690L Drop-Pintle Coupling



690L

Premier's 690L coupling offers similar features to our model 590 but with a higher load capacity. The drop-pintle hook is made of Premier's exclusive Premalloy, for maximum wear resistance.

ORDERING INFORMATION

Coupling:

- 690L

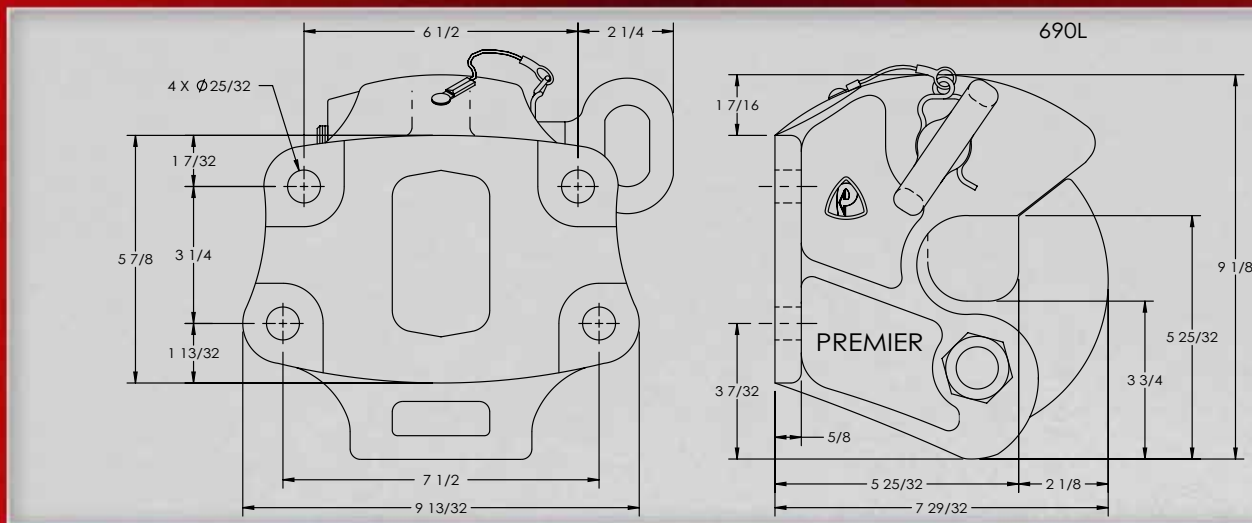
Optional Accessories:

- **Bolt Kit 507:** Four - 3/4 in. (19 mm) O.D. x 2 3/4 in. (70 mm) long bolts and locknuts
- **Wear Gage 14014 [pg 73]:** To determine hook wear limits
- **Latch Gage 14026 [pg 73]:** To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Upward Vertical Capacity:	40,000 lbs.	(18,144 kg)
Maximum Eye X-Section:	1 11/16 in.	(43 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	41.8 lbs.	(19 kg)

DRAWING DETAIL

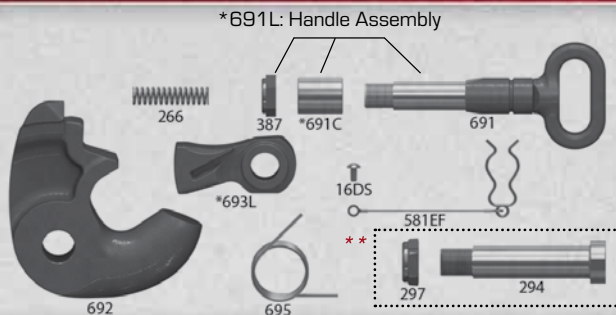


REPLACEMENT PART INFORMATION

690LRK Parts Kit Includes:

- | | |
|------------------------|-------------|
| 16DS: Drive Screw | 692: Hook |
| 266: Spring | *693: Pawl |
| **294: Bolt | 695: Spring |
| **297: Locknut | |
| 387: Locknut | |
| 581EF: Clip & Cable | |
| 691: Handle | |
| *691C: Bushing | |
| *691L: Handle Assembly | |

* Available individually ** Available for sale as 294K



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER 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



890CL / 890CR Drop-Pintle Coupling

ORDERING INFORMATION

Coupling:

- 890CL / 890CR
- 890C: 890CL and 890CR sold together

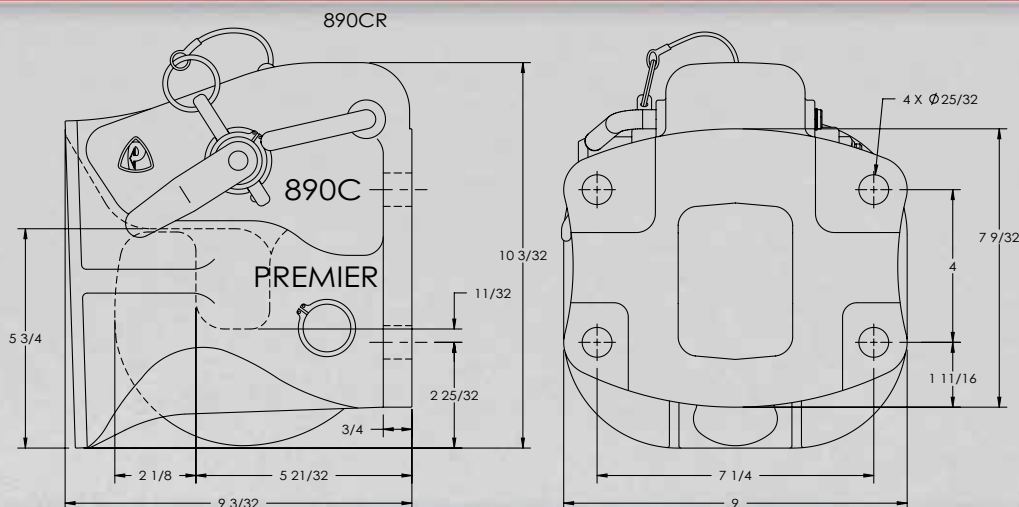
Optional Accessories:

- Bolt Kit 507: Four - 3/4 in. (19 mm) O.D. x 2 3/4 in. (70 mm) long bolts, and nuts
- Wear Gage 14014 (pg 73): To determine hook wear limits
- Latch Gage 14026 (pg 73): To determine latch gap limit

SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	18,000 lbs.	(8,165 kg)
Upward Vertical Capacity:	18,000 lbs.	(8,165 kg)
Maximum Eye X-Section:	1 13/16 in.	(46 mm)
Minimum Eye Opening:	2 3/8 in.	(60 mm)
Unit Weight:	62.2 lbs.	(28.2 kg)

DRAWING DETAIL



REPLACEMENT PART INFORMATION

890PK Parts Kit Includes:

- | | |
|------------------------|----------------------------|
| 16DS: Drive Screw | 894: Pin |
| 275-50: Retaining Ring | 894Z-1: Retaining Ring (3) |
| 387: Locknut | 895: Latch |
| 891: Handle | 895A: Spring |
| 891C: Bushing | 895C: Set Screw |
| 891P: Pin & Cable | 896: Handle |
| *892: Hook | |
| 893: Pawl | |
| 893A: Spring | |

*Not included in 890PK-NH parts kit.



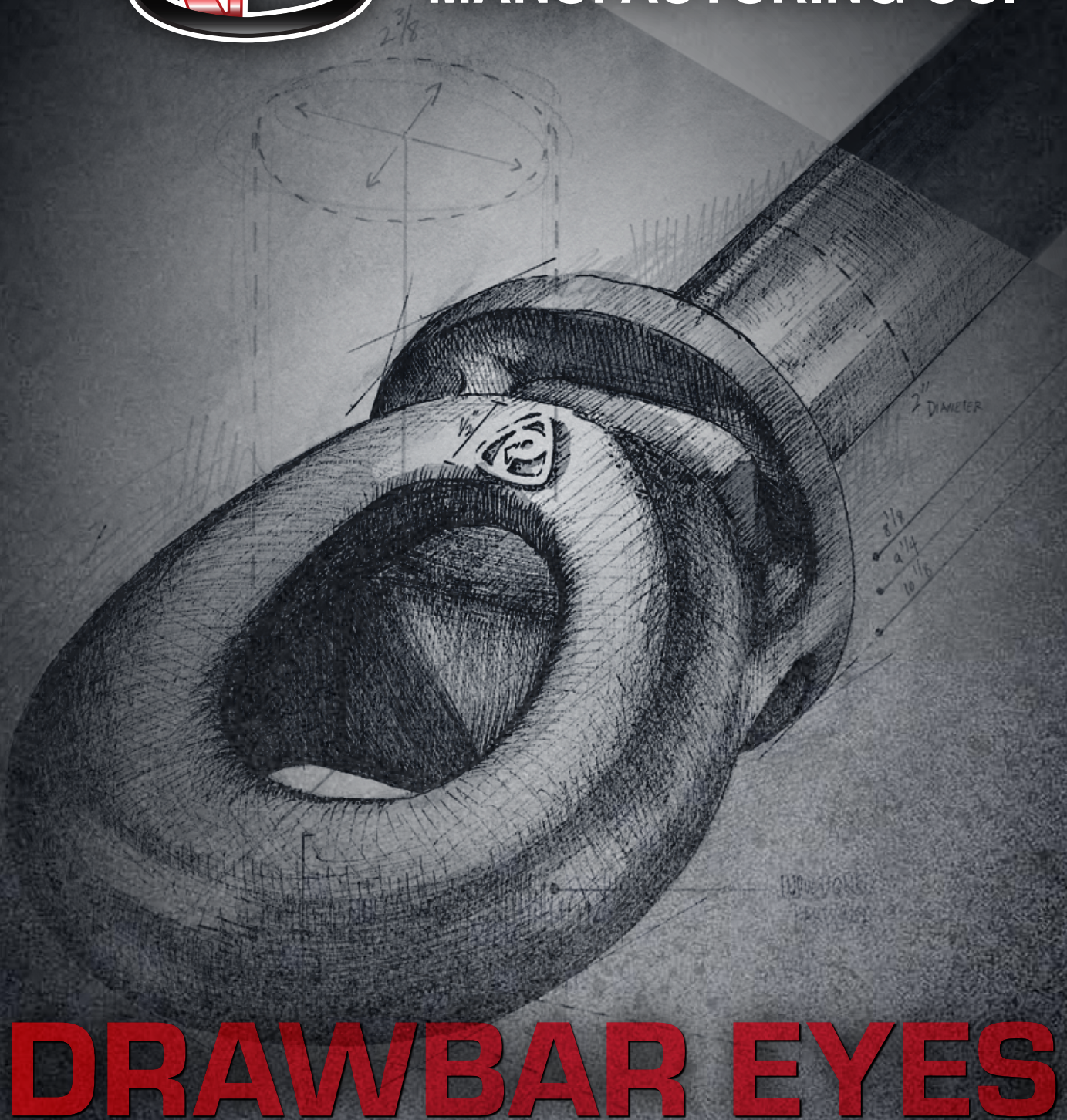
IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER COUPLINGS

- 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





PREMIER
MANUFACTURING CO.



DRAWBAR EYES



Drawbar Eyes

Induction Through-Hardening

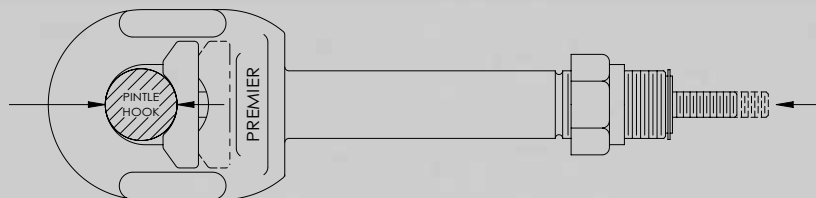
Induction Through-Hardened Drawbar Eyes and what this means to you . . .

Premier's practice of **Induction Through-Hardening** all* Drawbar Eyes benefits you, the end user, by dramatically extending its life. Unlike other methods of heat treatment, Premier's Induction Hardening method doesn't just harden the outer surface, it hardens all the way through the eye loop. This process gives Premier Drawbar Eyes excellent wear resistance that lasts year after year and increases the service life of the eye loop.

*Weld-On model 2 and Bolt-On Adjustable Eyes 127 & 127F (Premalloy) are the only Premier Drawbar Eyes that are not Induction Hardened.

Slack Reducing Drawbar Eyes

The **Slack Reducing Drawbar Eyes** work to maintain a tight fit between the drawbar eye loop and pintle hook. The snug fit improves the ride & handling while reducing wear for increased service life.



Slack Reducing Drawbar Eyes are available in Bolt-On, Weld-On and Swivel models. Review the appropriate models for further details of slack reducing options.

They can be used with either a standard type 24 (#281) or 30 (#282) Air Chamber (page 74), or Premier model 500 Mechanical Slack Adjuster (page 75).

Drawbar Eye - to - Wear Gage Cross Reference

Our **Wear Gages** were designed to identify wear by measuring the cross-section of drawbar eye loops and coupling pintle hooks. 18% wear indicates that the product should be replaced as soon as possible. At 20% wear, the product is no longer in usable condition and must be taken out of service immediately and replaced (see pg 73).

Drawbar Eye	Wear Gage #
2	n/a
3	14002
4	14005
5	14005 & 14008
6	14032
6A	14032
8	14005
11	14002
20	14005
21	14005
22	14005
23	14005

Drawbar Eye	Wear Gage #
107	14005 & 14032
108	14005 & 14032
110	14005 & 14032
123	14005
126	14005 & 14032
127/127F	14005 & 14032
200	14005
200L	14005
203	14032 & 14008
205	14005 & 14032
207	14005

Drawbar Eye	Wear Gage #
300/300HD	14032
304	14005, 14035
305	14032 & 14008
307	14032
309	14032 & 14008
405	14032 & 14008
405SE	14032 & 14008
407SE	14032 & 14008
238DB	14005
245DB	14005
245DB-3	14005

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing 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
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- Never attempt to use a swivel-type drawbar eye with a swivel-type coupling
- 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
- Do not apply lubricants to the drawbar eye loop



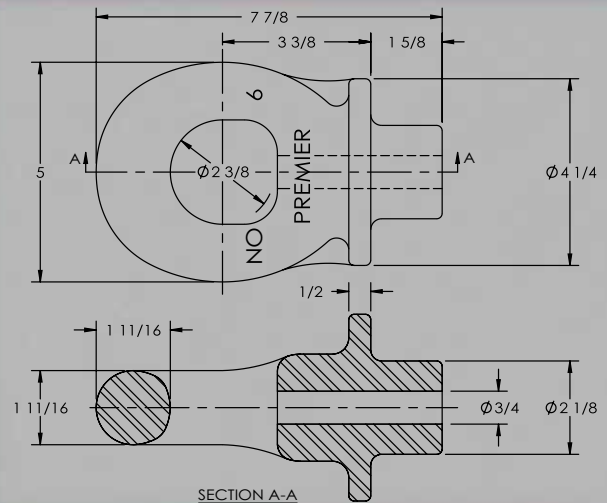
Weld-On Drawbar Eyes

6 Weld-On Eye



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	12 lbs.	(5.4 kg)



6A Weld-On Eye

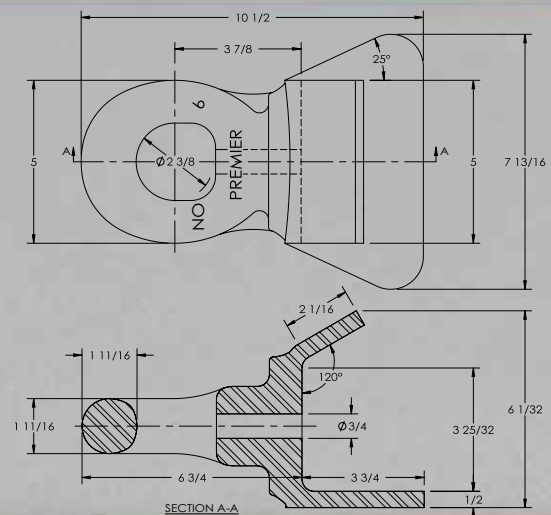
Retrofit for *Fruehauf Dolly

*Fruehauf is a registered trademark of Fruehauf Corporation.



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	18.9 lbs.	(8.6 kg)



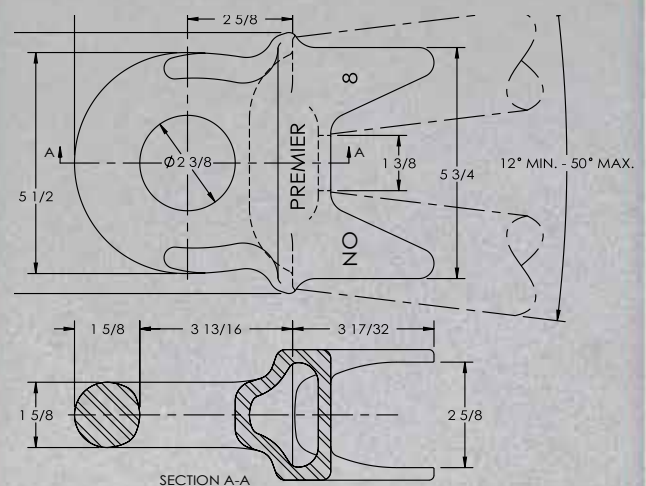
8 Weld-On Eye



Designed For: 2 1/2 in.
(64 mm) round tubing.

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	11.3 lbs.	(5.1 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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

Weld-On Drawbar Eyes

20 Weld-On Eye

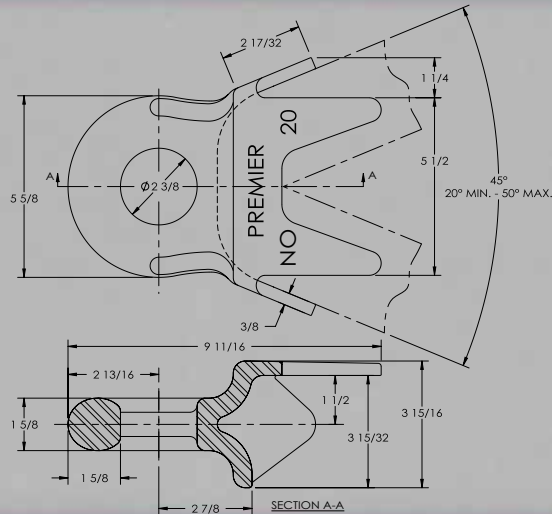


Designed For:

3 in. (76 mm) standard channel or square tubing.

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	13.3 lbs.	(6 kg)



110 Weld-On Slack Reducing Eye



Parts Included:

- 411 Shoe
- 110 Drawbar Eye
- Choice of Pushrod length

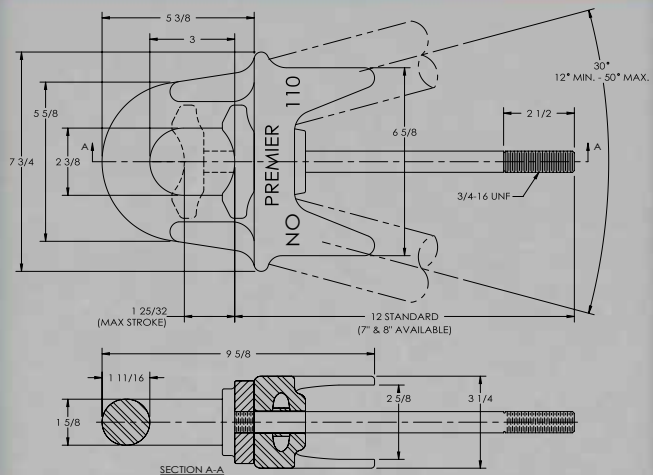
Pushrod Lengths:

- 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.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	16.5 lbs.	(7.5 kg)



Designed For: 2 1/2 in. (64 mm) round tubing.

123 Weld-On Slack Reducing Eye



Parts Included:

- 411 Shoe
- 123 Drawbar Eye
- Choice of Pushrod length

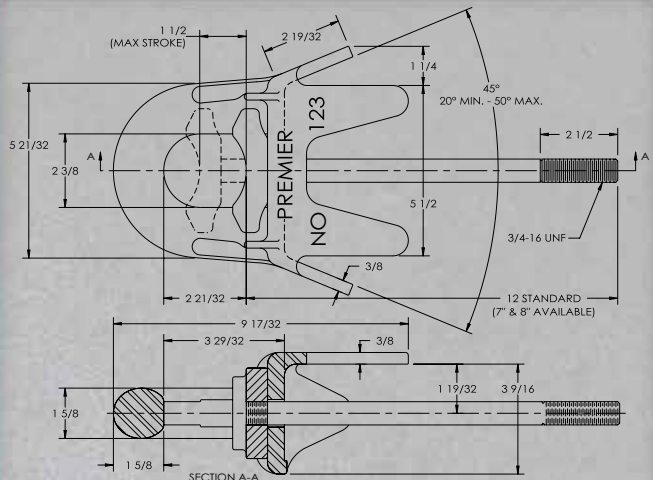
Pushrod Lengths:

- 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.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	15.6 lbs.	(7.1 kg)



Designed For: 3 in. (76 mm) standard channel or square tubing.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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



Weld-On Drawbar Eyes

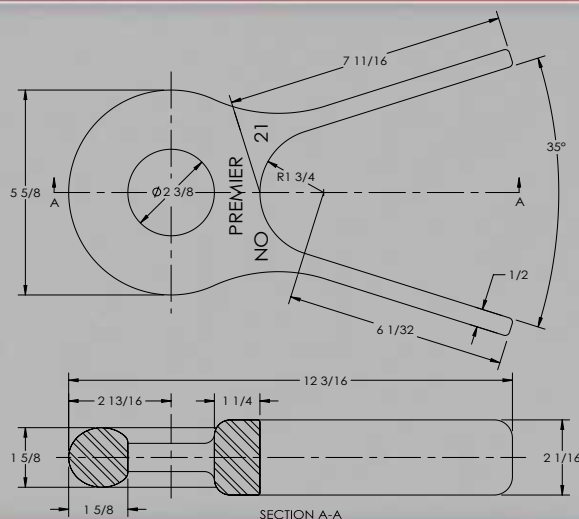
21 Weld-On Eye

- 35 degree "V" angle.
- Weld tabs can be heated and bent +/- 10 degrees to accommodate installation requirements.



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	12.7 lbs.	(5.8 kg)



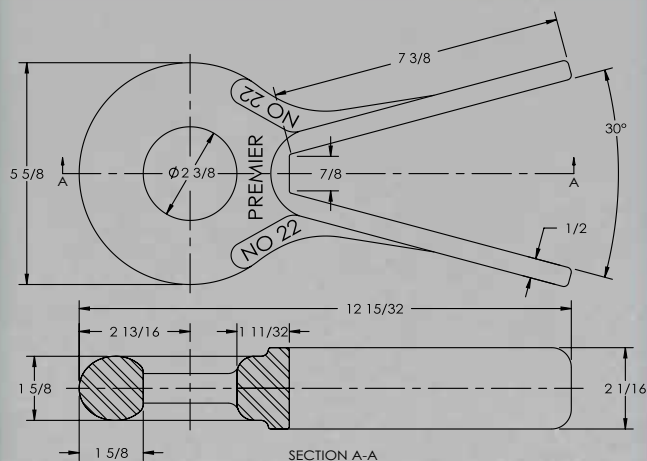
22 Weld-On Eye

- 30 degree "V" angle.
- Weld tabs can be heated and bent +/- 10 degrees to accommodate installation requirements.



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	12 lbs.	(5.4 kg)



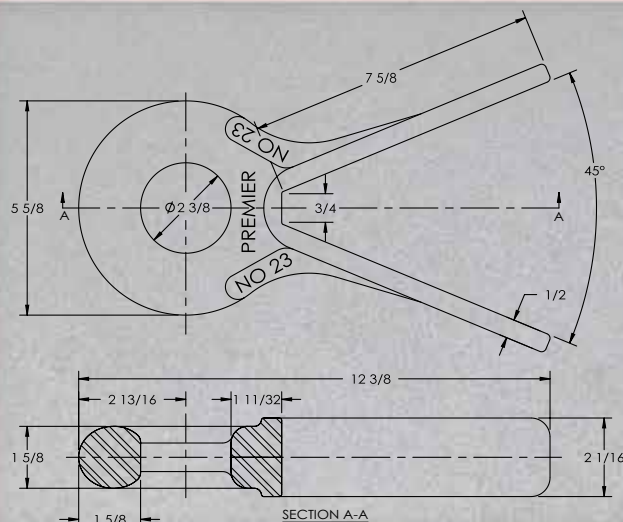
23 Weld-On Eye

- 45 degree "V" angle.
- Weld tabs can be heated and bent +/- 10 degrees to accommodate installation requirements.



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	12.3 lbs.	(5.6 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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

Weld-On Drawbar Eyes

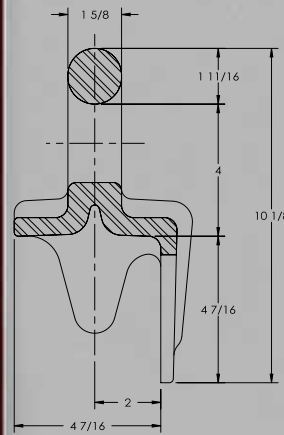
205 Weld-On Eye

Designed For:

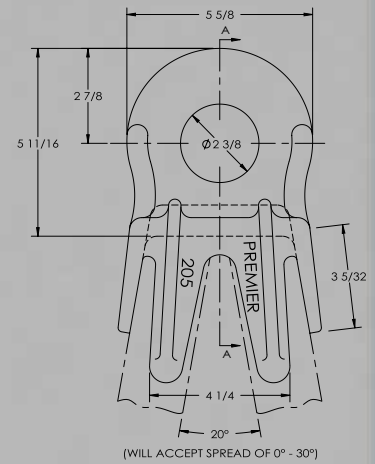
Rectangular tubing
2 in. x 4 in.
(51 mm x 102 mm)
and
4 in. x 4 in.
(102 mm x 102 mm)



Maximum Gross Trailer Weight: 100,000 lbs. (45,359 kg)
Maximum Tongue Weight: 15,000 lbs. (6,804 kg)
Inside Diameter: 2 3/8 in. (60 mm)
Unit Weight: 13.9 lbs. (6.3 kg)



SECTION A-A



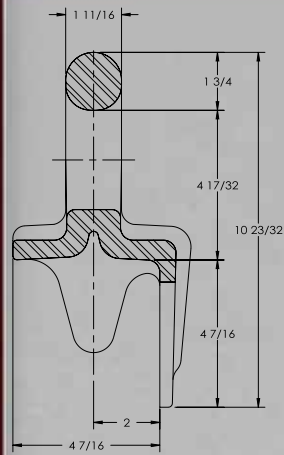
305 Weld-On Eye

Designed For:

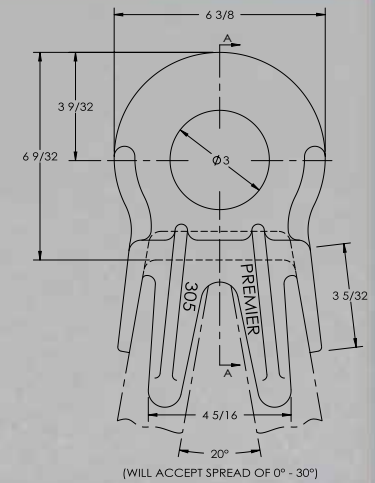
Rectangular tubing
2 in. x 4 in.
(51 mm x 102 mm)
and
4 in. x 4 in.
(102 mm x 102 mm)



Maximum Gross Trailer Weight: 100,000 lbs. (45,359 kg)
Maximum Tongue Weight: 15,000 lbs. (6,804 kg)
Inside Diameter: 3 in. (76 mm)
Unit Weight: 15.8 lbs. (7.2 kg)



SECTION A-A



Notes:

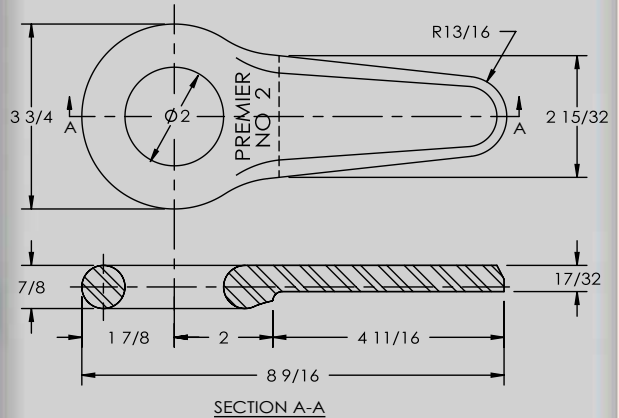
IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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



Weld-On Drawbar Eyes

2 Weld-On Eye



Maximum Gross Trailer Weight: 12,000 lbs. (5,443 kg)
Maximum Tongue Weight: 1,800 lbs. (816 kg)
Inside Diameter: 2 in. (51 mm)
Unit Weight: 3 lbs. (1.4 kg)

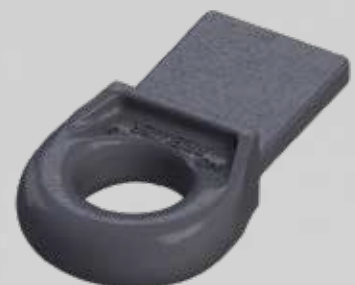
3 Weld-On Eye



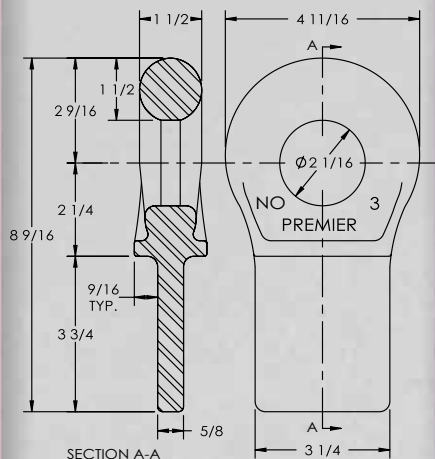
4 Weld-On Eye



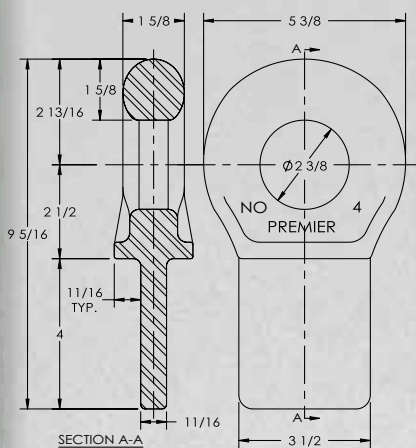
5 Weld-On Eye



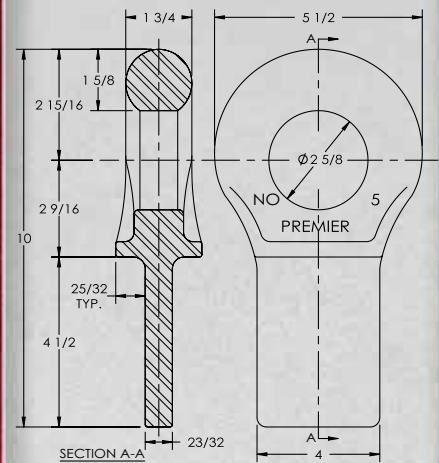
Max. Gross Trlr Wt: 70,000 lbs. (31,751 kg)
Max. Tongue Wt: 10,500 lbs. (4,763 kg)
Inside Diameter: 2 1/16 in. (52 mm)
Unit Weight: 7.7 lbs. (3.5 kg)



Max. Gross Trlr Wt: 90,000 lbs. (40,823 kg)
Max. Tongue Wt: 13,500 lbs. (6,123 kg)
Inside Diameter: 2 3/8 in. (60 mm)
Unit Weight: 10.1 lbs. (4.6 kg)



Max. Gross Trlr Wt: 90,000 lbs. (40,823 kg)
Max. Tongue Wt: 13,500 lbs. (6,123 kg)
Inside Diameter: 2 5/8 in. (67 mm)
Unit Weight: 11.7 lbs. (5.3 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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



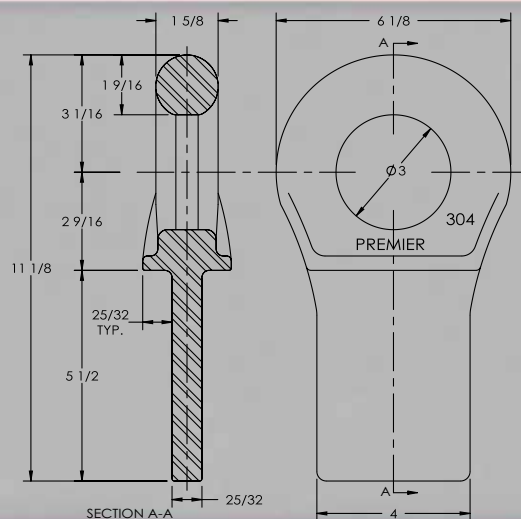
Weld-On Drawbar Eyes

304 Weld-On Eye



SPECIFICATIONS

Maximum Gross Trailer Weight:	150,000 lbs.	(68,039 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	3 in.	(76 mm)
Unit Weight:	13.3 lbs.	(6.0 kg)



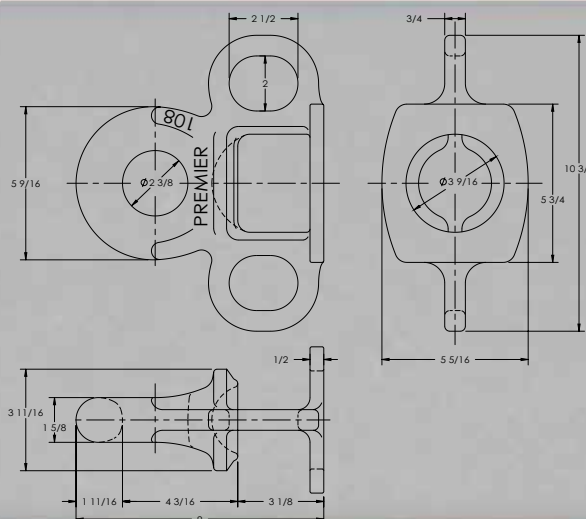
108 Weld-On Eye



Accepts 3 1/2 in. (89 mm) round tubing.

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	15 lbs.	(6.8 kg)



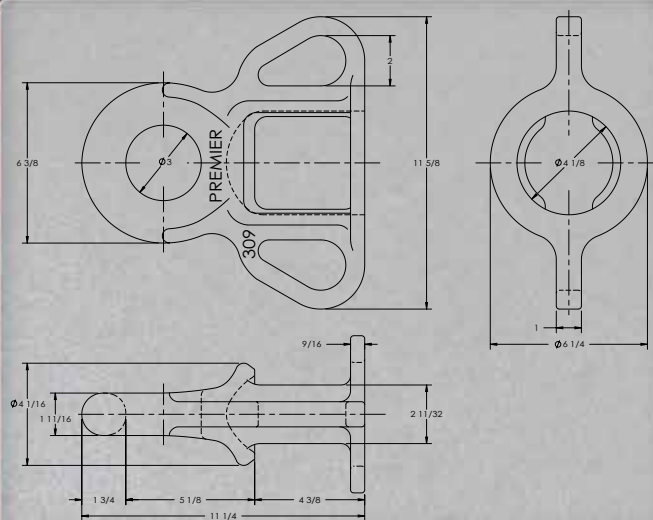
309 Weld-On Eye



Accepts 4 in. (102 mm) round tubing.

SPECIFICATIONS

Maximum Gross Trailer Weight:	150,000 lbs.	(68,039 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	3 in.	(76 mm)
Unit Weight:	24 lbs.	(10.9 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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



Bolt-On Drawbar Eyes

127/127F Bolt-On Slack Reducing Eye

Parts Included:

- 127 Drawbar Eye
- 411 Shoe
- Choice of Pushrod

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

Pushrod Lengths:

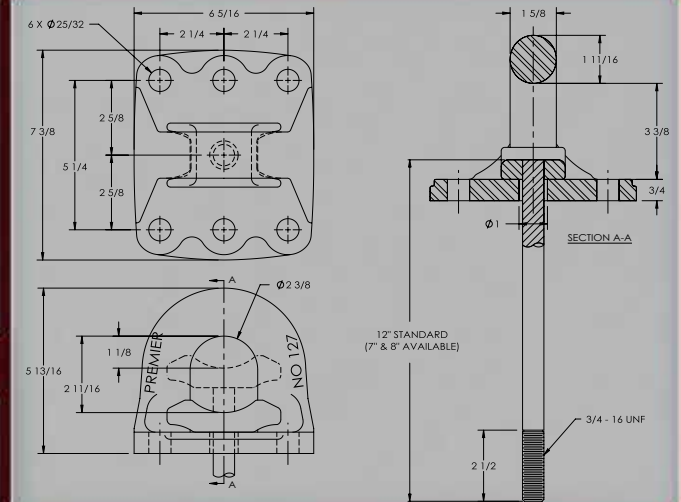
- 113: 12 in. (305 mm)
- 113A: 8 in. (203 mm)
- 113B: 7 in. (178 mm)

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.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	17.4 lbs.	(7.9 kg)

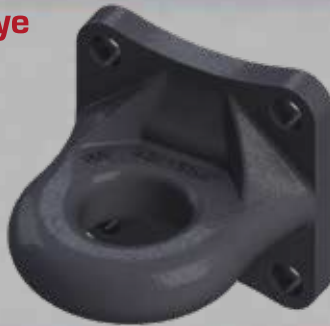


200 Bolt-On Eye

Optional Accessories:

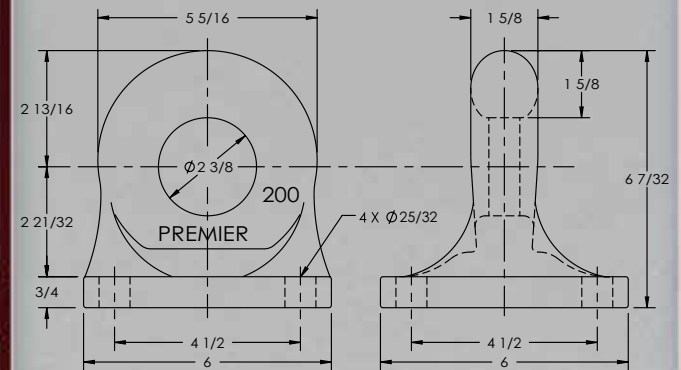
- Bolt Kit 507:

Four - 3/4 in. O.D. x 2 3/4 in. (19 mm x 70 mm) long bolts and locknuts



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	16 lbs.	(7.3 kg)



200L Bolt-On Eye

Optional Accessories:

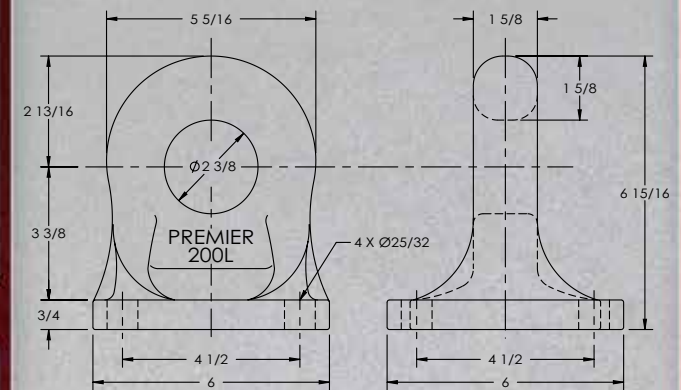
- Bolt Kit 507:

Four - 3/4 in. O.D. x 2 3/4 in. (19 mm x 70 mm) long bolts and locknuts



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	15,000 lbs.	(6,804 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	17.5 lbs.	(7.9 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER WELD-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing drawbar eyes must be used with an air service chamber or #500 slack adjuster
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Do not apply lubricants to the drawbar eye loop
- Structure to which eye is attached must be of sufficient strength to withstand load rating of eye
- All welds for attaching eye should be done by a certified welder skilled in structural welding
- 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



Bolt-On Drawbar Eyes

300 Bolt-On Eye



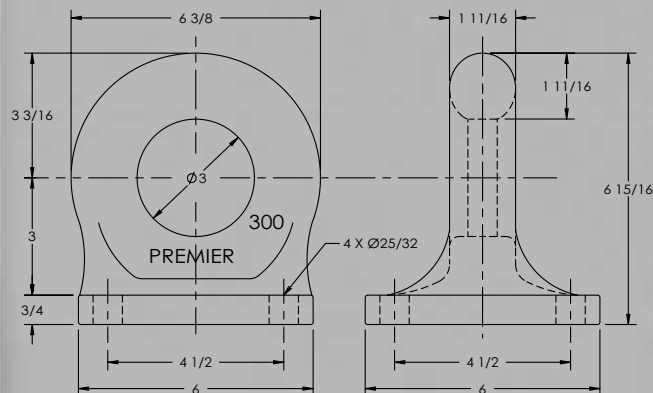
Optional Accessories:

- Bolt Kit 507:

Four - 3/4 in. O.D. x 2 3/4 in.
(19 mm x 70 mm)
long bolts and locknuts

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs. (45,359 kg)
Maximum Tongue Weight:	15,000 lbs. (6,804 kg)
Inside Diameter:	3 in. (76 mm)
Unit Weight:	19.5 lbs. (8.9 kg)



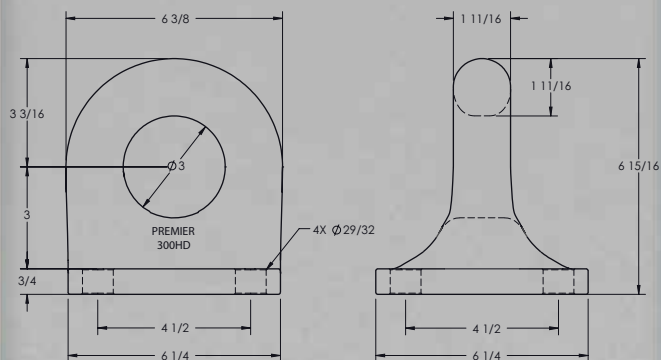
300HD Bolt-On Eye



*Maximum Gross Trailer Weight
may be increased to 150,000 lbs
if 7/8-14 L9 Grade bolts and lock
nuts are used

SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.* (45,359 kg)*
Maximum Tongue Weight:	20,000 lbs. (9,072 kg)
Inside Diameter:	3 in. (76 mm)
Unit Weight:	19.4 lbs. (8.8 kg)



Notes:

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER BOLT-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing 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



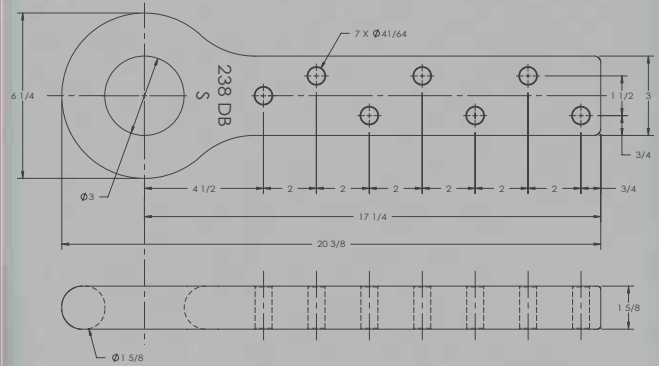
Bolt-On Drawbar Eyes

238DB Bolt-On Eye



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs. (45,359 kg)
Maximum Tongue Weight:	8,000 lbs. (3,629 kg)
Inside Diameter:	3 in. (76 mm)
Unit Weight:	28.4 lbs. (12.9 kg)

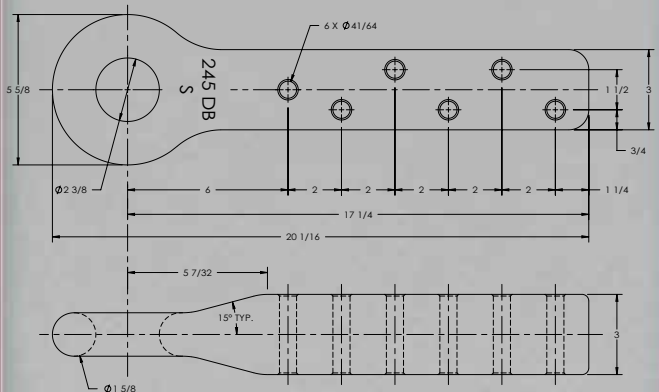


245DB Bolt-On Eye



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs. (45,359 kg)
Maximum Tongue Weight:	8,000 lbs. (3,629 kg)
Inside Diameter:	2 3/8 in. (60 mm)
Unit Weight:	41.9 lbs. (19 kg)

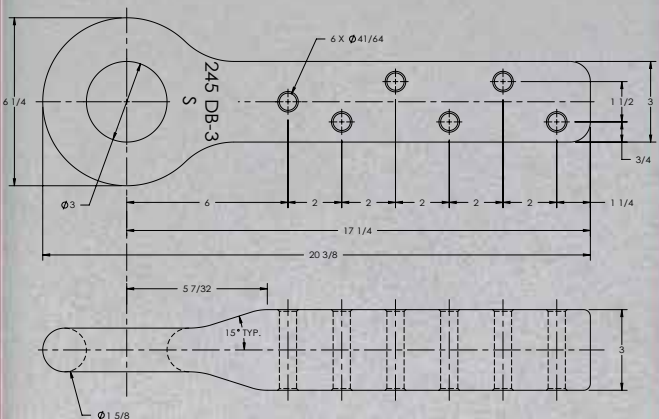


245DB-3 Bolt-On Eye



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs. (45,359 kg)
Maximum Tongue Weight:	8,000 lbs. (3,629 kg)
Inside Diameter:	3 in. (76 mm)
Unit Weight:	42.8 lbs. (19.4 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER BOLT-ON DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Slack reducing 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

Swivel Drawbar Eyes

207 Swivel Eye

See pages for
Front End Housings.

Parts Included:

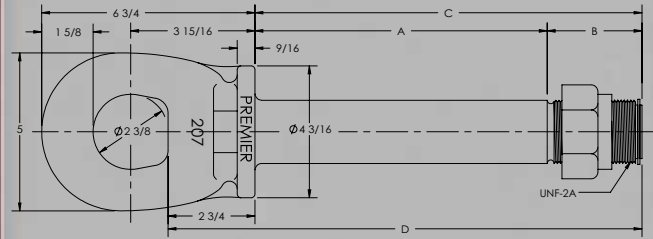
- 208 / *208SPL Retaining Ring
- 416 / *416K Locknut

*For use with 207K model only.



SPECIFICATIONS

Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	2,500 lbs	(1,134 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	See chart	



Model	A	B	C	D	Shaft Diameter	Weight
207L	9 1/4 (235 mm)	3 (76 mm)	12 1/4 (311 mm)	15 (381 mm)	2 (51 mm)	25.3 lbs. (11.5 kg)
207S	8 1/8 (206 mm)	3 1/4 (83 mm)	11 3/8 (289 mm)	14 1/8 (359 mm)	2 (51 mm)	24.4 lbs. (11.1 kg)
207SE	10 1/8 (257 mm)	3 (76 mm)	13 1/8 (333 mm)	15 7/8 (403 mm)	2 (51 mm)	26.1 lbs. (11.8 kg)
207K	8 1/8 (206 mm)	3 1/4 (83 mm)	11 3/8 (289 mm)	14 1/8 (359 mm)	2 1/4 (57 mm)	28 lbs. (12.7 kg)

307 Swivel Eye

See pages for
Front End Housings.

Parts Included:

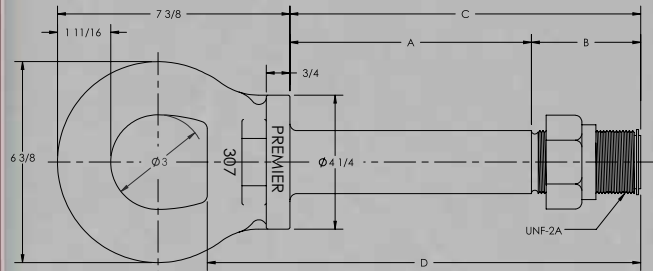
- 208 / *208SPL Retaining Ring
- 416 / *416K Locknut

*For use with 307K model only.



SPECIFICATIONS

Maximum Gross Trailer Weight:	150,000 lbs.	(68,039 kg)
Maximum Tongue Weight:	2,500 lbs.	(1,134 kg)
Inside Diameter:	3 in.	(76 mm)
Unit Weight:	See chart	



Model	A	B	C	D	Shaft Diameter	Weight
307L	9 1/4 (235 mm)	3 (76 mm)	12 1/4 (311 mm)	15 (381 mm)	2 (51 mm)	29 lbs. (13.2 kg)
307S	8 1/8 (206 mm)	3 1/4 (83 mm)	11 3/8 (289 mm)	14 1/8 (359 mm)	2 (51 mm)	29 lbs. (13.2 kg)
307SE	10 1/8 (257 mm)	3 (76 mm)	13 1/8 (333 mm)	15 7/8 (403 mm)	2 (51 mm)	30 lbs. (13.6 kg)
307K	8 1/8 (206 mm)	3 1/4 (83 mm)	11 3/8 (289 mm)	14 1/8 (359 mm)	2 1/4 (57 mm)	32 lbs. (14.5 kg)

407SE Swivel Eye

*Silver Eagle replacement (#1171)

See pages for
Front End Housings.

Parts Included:

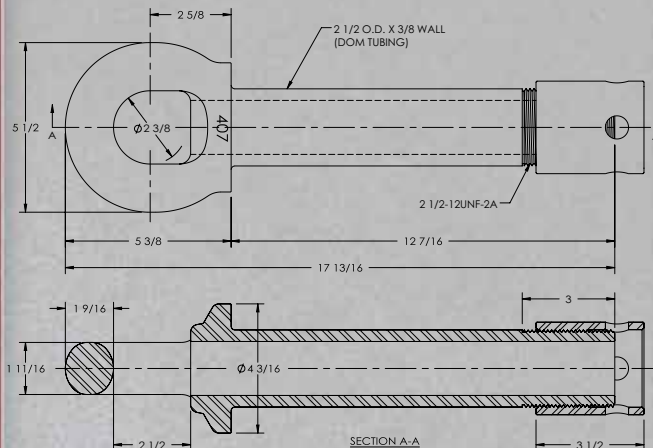
- 421 Sleeve Nut, nut must be secured by installer (wire tied, etc.)

*Silver Eagle is a registered trademark of Silver Eagle Co.



SPECIFICATIONS

Maximum Gross Trailer Weight:	100,000 lbs.	(45,359 kg)
Maximum Tongue Weight:	3,900 lbs.	(1,769 kg)
Inside Diameter:	2 3/8 in.	(60 mm)
Unit Weight:	19.5 lbs.	(8.8 kg)



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SWIVEL DRAWBAR EYES

- Never attempt weld repair of damaged or worn drawbar eyes
- Never attempt to use a swivel-type drawbar eye with a swivel-type coupling
- Slack reducing drawbar eyes must be used w/ an air service chamber or #500 slack adjuster
- Do not apply lubricants to the drawbar eye loop
- Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use
- Assembly 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



Swivel Drawbar Eyes

405 Swivel Eye

See pages for Front End Housings.

Parts Included:

- 208 Retaining Ring (405L & 405S)
- 375 Bolt
- 375A Locknut
- 400 Shoe
- 416 Locknut (405L & 405S)
- 422 Sleeve Nut (405SE)
- 525 Jam Nut
- Pushrod (see below)

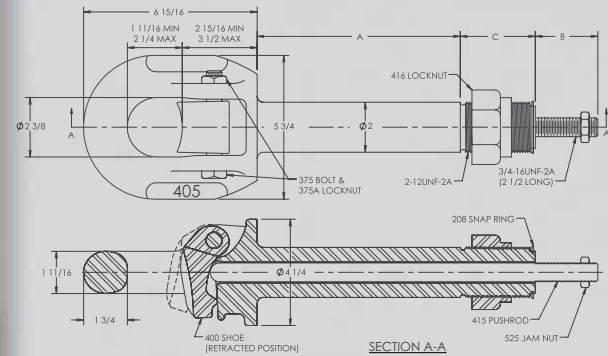


SPECIFICATIONS

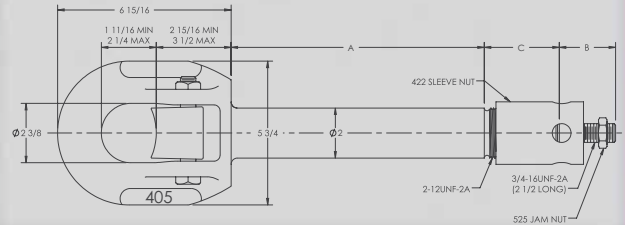
Maximum Gross Trailer Weight:	90,000 lbs.	(40,823 kg)
Maximum Tongue Weight:	3,700 lbs.	(1,678 kg)
Inside Diameter:	See drawing	
Unit Weight:	See chart	

Model	A	B	C	Weight
405L/LL	9 1/4 in. (235 mm)	3 1/8 in. (79 mm)	3 in. (76 mm)	27.8 lbs. (12.6 kg)
405S/SL	8 1/8 in. (206 mm)	2 1/4 in. (57 mm)	3 1/4 in. (83 mm)	27.1 lbs. (12.3 kg)
405SE	10 1/8 in. (257 mm)	2 1/4 in. (57 mm)	3 in. (76 mm)	28.5 lbs. (12.9 kg)

405L & 405S with 416 Locknut & 208 Snap Ring:



405SE With 422 Sleeve Nut:



405 Pushrod Options

Standard Pushrod Lengths:

- **405L:** 415A Pushrod - 17 1/4 in. [438 mm], right-hand thread
- **405LL:** 405L with left-hand threads on pushrod
- **405S:** 415 Pushrod - 15 1/2 in. [394 mm], right-hand thread
- **405SE:** 415A Pushrod - 17 1/4 in. [438 mm], right-hand thread
- **405SL:** 405S with left-hand threads on pushrod

Optional Left-Hand Threaded Pushrods:

- **415L:** 15 1/2 in. (394 mm), left-hand thread
- **415AL:** 17 1/4 in. (438 mm), left-hand thread

Notes:

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IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SWIVEL DRAWBAR EYES

- | | |
|---|--|
| <ul style="list-style-type: none"> - Never attempt weld repair of damaged or worn drawbar eyes - Never attempt to use a swivel-type drawbar eye with a swivel-type coupling - Slack reducing drawbar eyes must be used w/ an air service chamber or #500 slack adjuster - Do not apply lubricants to the drawbar eye loop - Clean and inspect drawbar eyes and eye assemblies for damage or excessive wear before each and every use | <ul style="list-style-type: none"> - Assembly 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 |
|---|--|





PREMIER
MANUFACTURING CO.



FRONT END HOUSINGS & HINGE ASSEMBLIES



Front End Housings

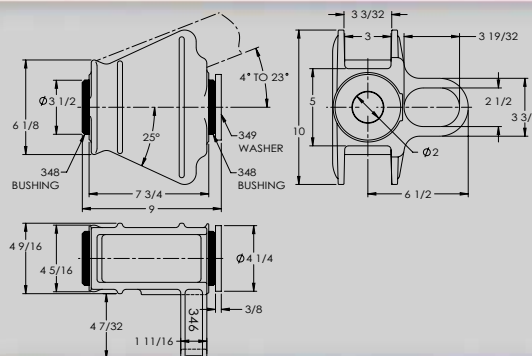
340S/340SA Front End Housing

Accepts 3 in. (76 mm) standard channel or square tubing.

Parts Included:

- 346 Housing
- 349 Washer
- 348 or *348A Bushings

*340SA comes with 348A Poly Bushings



SPECIFICATIONS

Bushing Replacement: 348 (Rubber) or 348A (Poly)
Designed For Use With: 207S, 307S or 405S
 Swivel Drawbar Eyes Only

Inside Diameter: 2 in. (51 mm)
Outside Diameter: 3 1/2 in. (89 mm)
Length: 3 1/2 in. (89 mm)
Unit Weight: 26.3 lbs. (11.9 kg)

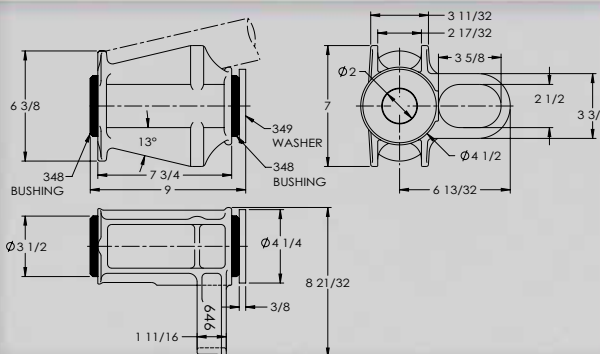
640S/640SA Front End Housing

Accepts 2 1/2 in. (64 mm) round tubing.

Parts Included:

- 646 Housing
- 349 Washer
- 348 or *348A Bushings

*640SA comes with 348A Poly Bushings



SPECIFICATIONS

Bushing Replacement: 348 (Rubber) or 348A (Poly)
Designed For Use With: 207S, 307S or 405S
 Swivel Drawbar Eyes Only

Inside Diameter: 2 in. (51 mm)
Outside Diameter: 3 1/2 in. (89 mm)
Length: 3 1/2 in. (89 mm)
Unit Weight: 18.7 lbs. (8.5 kg)

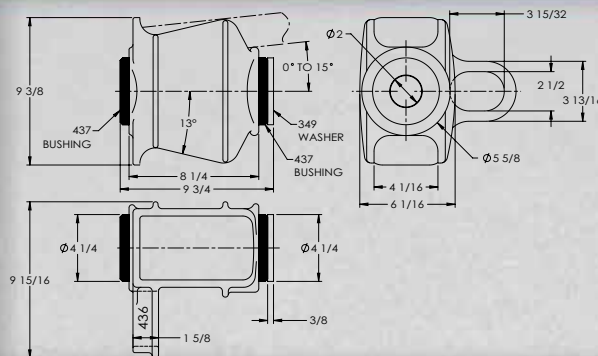
435/435A Front End Housing

Accepts 2 in. x 4 in. (51 mm x 102 mm) rectangular tubing or standard channel.

Parts Included:

- 436 Housing
- 349 Washer
- 437 or *437A Bushings

*435A comes with 437A Poly Bushings



SPECIFICATIONS

Bushing Replacement: 437 (Rubber) or 437A (Poly)
Designed For Use With: 207S, 307S or 405S
 Swivel Drawbar Eyes Only

Inside Diameter: 2 in. (51 mm)
Outside Diameter: 4 1/4 in. (108 mm)
Length: 4 1/2 in. (114 mm)
Unit Weight: 36.7 lbs. (16.6 kg)

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER FRONT END HOUSINGS

- Never attempt weld repair of damaged or worn drawbar eyes or front end housings
- Clean and inspect drawbar eyes and eye housings for damage or excessive wear before each and every use
- All welds should be performed by a certified welder skilled in structural welding practices
- Drawbar structure as well as welds attaching front end housing to drawbar must be of sufficient strength to withstand the load rating of the drawbar 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

Front End Housings

536, 546, & 556 Front End Housings



536 HOUSING SPECIFICATIONS

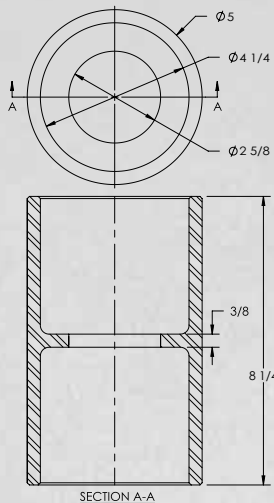
Designed For Use With: 207K, 207S, 307K, 307S & 405S Swivel Drawbar Eyes Only

Bushing Options:

437 (Rubber), 437A (Poly) or *437AK (Poly):
 Inside Diameter: 2 in. (51 mm) or
 *2 1/4 in. (57 mm)
 Outside Diameter: 4 1/4 in. (108 mm)
 Length: 4 1/2 in. (114 mm)

Ordering Information:

536A: 536 Housing, 437 Rubber Bushings & 349 Washer
536B: 536 Housing, 437A Poly Bushings & 349 Washer
536BK: 536 Housing, 437AK Poly Bushings & 349SEK Washer
 * (used with 207K and 307K only)



546 HOUSING SPECIFICATIONS

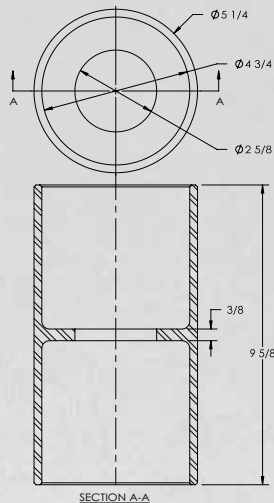
Designed For Use With: 207SE, 307SE, 405SE & 407SE Swivel Drawbar Eyes Only

Bushing Options:

P205 (Rubber) or P205A (Poly):
 Inside Diameter: 2 in. (51 mm)
 Outside Diameter: 4 3/4 in. (121 mm)
 Length: 5 3/16 in. (132 mm)
R205 (Rubber):
 Inside Diameter: 2 1/2 in. (64 mm)
 Outside Diameter: 4 3/4 in. (121 mm)
 Length: 5 3/16 in. (132 mm)

Ordering Information:

546A: 546 Housing, P205 Rubber Bushings & 349SE Washer
546B: 546 Housing, P205A Poly Bushings & 349SE Washer
546R: 546 Housing, R205 Rubber Bushings & 407W Washer
 (used with 407SE only)



556 HOUSING SPECIFICATIONS

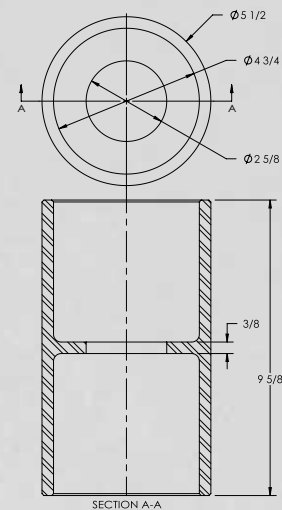
Designed For Use With: 207SE, 307SE, 405SE, & 407SE Swivel Drawbar Eyes Only

Bushing Options:

P205 (Rubber) or P205A (Poly):
 Inside Diameter: 2 in. (51 mm)
 Outside Diameter: 4 3/4 in. (121 mm)
 Length: 5 3/16 in. (132 mm)
R205 (Rubber):
 Inside Diameter: 2 1/2 in. (64 mm)
 Outside Diameter: 4 3/4 in. (121 mm)
 Length: 5 3/16 in. (132 mm)

Ordering Information:

556A: 556 Housing, P205 Rubber Bushing & 349SE Washer
556B: 556 Housing, P205A Poly Bushing & 349SE Washer
556R: 556 Housing, R205 Rubber Bushings & 407W Washer (used with 407SE only)



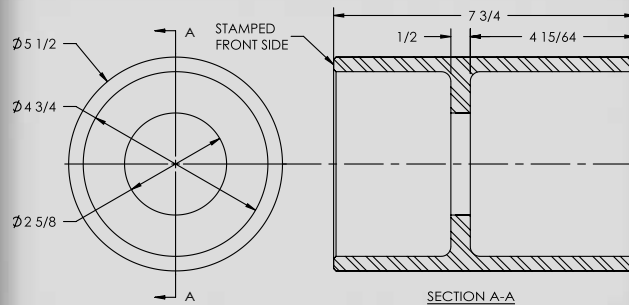
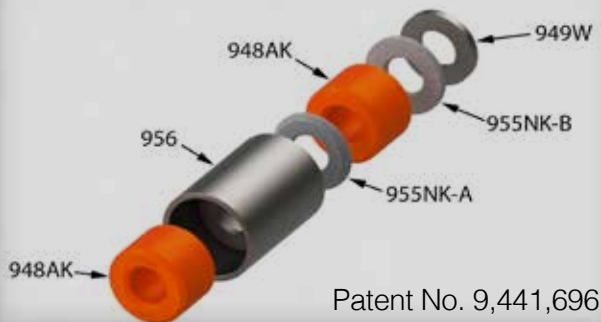
IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER FRONT END HOUSINGS

- Never attempt weld repair of damaged or worn drawbar eyes or front end housings
- Clean and inspect drawbar eyes and eye housings for damage or excessive wear before each and every use
- All welds should be performed by a certified welder skilled in structural welding practices
- Drawbar structure as well as welds attaching front end housing to drawbar must be of sufficient strength to withstand the load rating of the drawbar 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



Front End Housings

956BK HOUSING SPECIFICATIONS



Designed For Use With: 307K Drawbar Eyes Only

Bushing Option: 948AK Poly Only

Inside Diameter: 2 1/4 in. (57 mm)

Outside Diameter: 4 3/4 in. (121 mm)

Length: 3 1/2 in. (89 mm)

Unit Weight: 21 lbs (9.5kg)

Ordering Information:

956BK: 956 Housing, 948AK Poly Bushings, 955NK-A Internal Polymer Washer, 955NK-B External Polymer Washer, 949W External Washer

307BK: 956BK and 307K Drawbar Eye. This is a **complete kit** that includes the 307K drawbar eye and the 956BK front end housing.

956BK-RK: 948AK Poly Bushings (2),
955NK-A Internal Polymer Washer,
955NK-B External Polymer Washer,
949W External Washer

Notes:

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IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER FRONT END HOUSINGS

- Never attempt weld repair of damaged or worn drawbar eyes or front end housings
- Clean and inspect drawbar eyes and eye housings for damage or excessive wear before each and every use
- All welds should be performed by a certified welder skilled in structural welding practices

- Drawbar structure as well as welds attaching front end housing to drawbar must be of sufficient strength to withstand the load rating of the drawbar 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



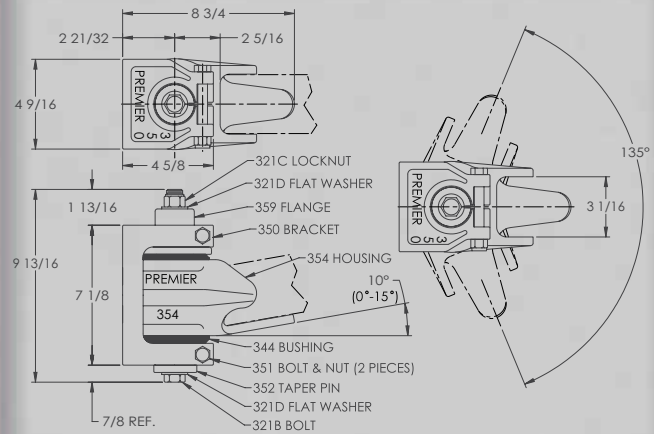
Hinge Assemblies

320 / 320A Hinge Assembly



Accepts 3 in. (76 mm) standard channel or square tubing.
344 Rubber Bushings standard, 344A Poly optional (320A)

Sold as pair,
2 hinges.



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 100,000 lbs. (45,359 kg)
Unit Weight (pair): 51.2 lbs. (23.2 kg)

Bushing Replacement: 344 (Rubber) or 344A (Poly)
Outside Diameter: 3 1/2 in. (89 mm)
Length: 4 1/2 in. (114 mm)



Each Hinge Includes:

321B: Bolt	351: Bolt & Nut (2)
321C: Locknut	*352: Taper Pin
321D: Flat Washer (2)	356: Housing
344: Bushing	359: Flange
350: Bracket	

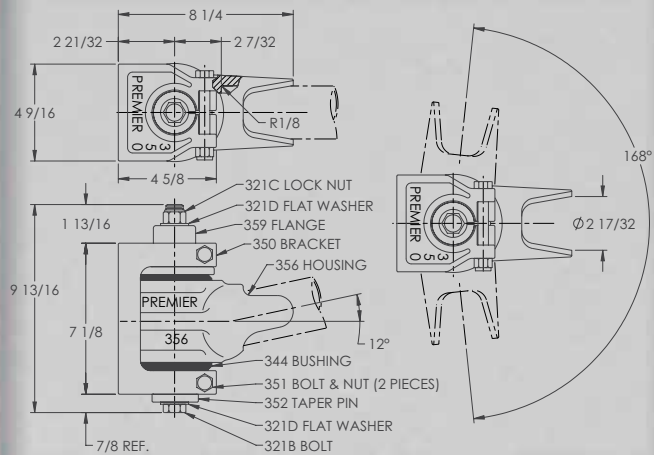
*352 Taper Pin includes the following parts: 321B, 321C, 321D.

330 / 330A Hinge Assembly



Accepts 2 1/2 in. (64 mm) round tubing.
344 Rubber Bushings standard, 344A Poly optional (330A)

Sold as pair,
2 hinges.



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 100,000 lbs. (45,359 kg)
Unit Weight (pair): 50.5 lbs. (22.9 kg)

Bushing Replacement: 344 (Rubber) or 344A (Poly)
Outside Diameter: 3 1/2 in. (89 mm)
Length: 4 1/2 in. (114 mm)



Each Hinge Includes:

321B: Bolt	351: Bolt & Nut (2)
321C: Locknut	*352: Taper Pin
321D: Flat Washer (2)	356: Housing
344: Bushing	359: Flange
350: Bracket	

*352 Taper Pin includes the following parts: 321B, 321C, 321D.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER HINGE ASSEMBLIES

- Never attempt weld repair of damaged or worn hinge components
- Clean and inspect hinge assemblies for damage or excessive wear before each and every use
- All weld attachments should be performed by a certified welder skilled in structural welding
- The mounting structure the hinges are welded to must be of sufficient strength to withstand load ratings of hinges
- 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



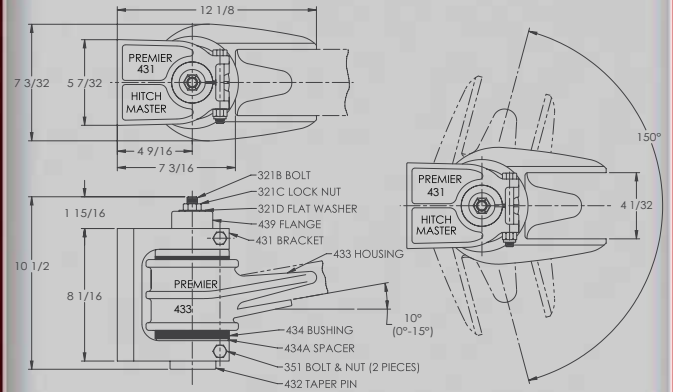
Hinge Assemblies

430 / 430A Hinge Assembly

Sold as pair,
2 hinges.



Accepts 2 in. x 4 in. (51 mm x 102 mm) rectangular tubing or channel.
434 Rubber Bushings standard, 434B Poly optional (430A)



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 150,000 lbs. (68,039 kg)
Unit Weight (pair): 85 lbs. (38.6 kg)

Bushing Replacement: 434 (Rubber) or 434B (Poly)
Outside Diameter: 4 1/4 in. (108 mm)
Length: 5 in. (127 mm)



Each Hinge Includes:

321B: Bolt	*432: Taper Pin
321C: Locknut	433: Housing
321D: Flat Washer (2)	434: Bushing
351: Bolt & Nut (2)	434A: Spacer
431: Bracket	439: Flange

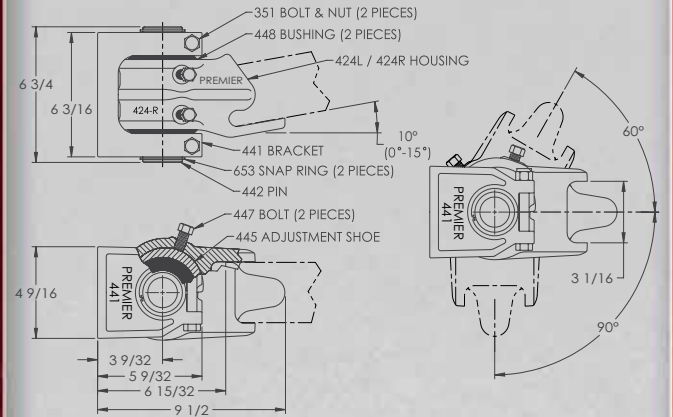
*432 Pin includes the following parts: 321B, 321C, 321D.

440 / 440A Hinge Assembly

Sold as pair,
2 hinges.



Accepts 3 in. (76 mm) standard channel or square tubing.
448 Rubber Bushings standard, 448A Poly optional (440A)



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 100,000 lbs. (45,359 kg)
Unit Weight (pair): 53.2 lbs. (24.1 kg)

Bushing Replacement: 448 (Rubber) or 448A (Poly)
Inside Diameter: 2 in. (51 mm)
Outside Diameter: 3 1/2 in. (89 mm)
Length: 1 3/4 in. (44 mm)



*448 Bushing is 2 pieces.

Each Hinge Includes:

351: Bolt & Nut (2)	445: Adjustable Shoe
424L/ 424R: Housing	447: Bolt (2)
441: Bracket	448: Bushing (2)
*442: Pin	653: Retaining Ring (2)

*442 Pin includes the following parts: 653 (2).

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER HINGE ASSEMBLIES

- Never attempt weld repair of damaged or worn hinge components
- Clean and inspect hinge assemblies for damage or excessive wear before each and every use
- All weld attachments should be performed by a certified welder skilled in structural welding
- The mounting structure the hinges are welded to must be of sufficient strength to withstand load ratings of hinges
- 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

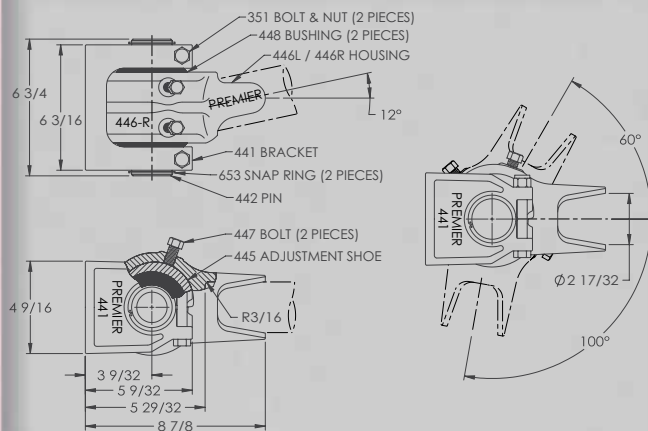
Hinge Assemblies

450/450A Hinge Assembly

Sold as pair,
2 hinges.



Accepts 2 1/2 in. (64 mm) round tubing.
448 Rubber Bushings standard, 448A Poly optional (450A)



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 100,000 lbs. [45,359 kg]
Unit Weight (pair): 46.2 lbs. [21 kg]

Bushing Replacement: 448 (Rubber) or 448A (Poly)
Inside Diameter: 2 in. [51 mm]
Outside Diameter: 3 1/2 in. [89 mm]
Length: 1 3/4 in. [44 mm]



*448 Bushing is 2 pieces.

Each Hinge Includes:

351: Bolt & Nut (2) 446L/446R: Housing
441: Bracket 447: Bolt (2)
*442: Pin 448: Bushing (2)
445: Adjustable Shoe 653: Retaining Ring (2)

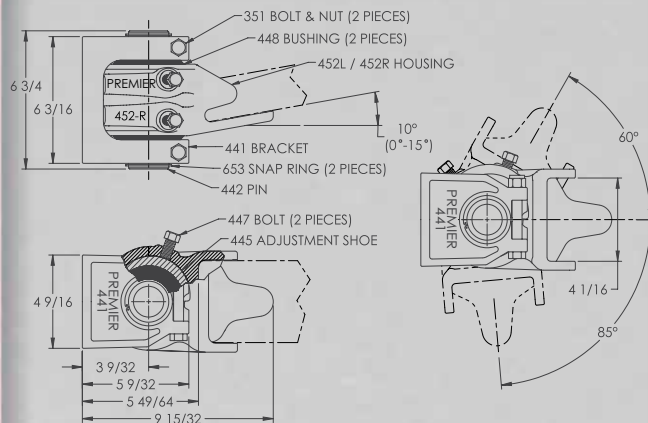
*442 Pin includes the following parts: 653 (2).

455/455A Hinge Assembly

Sold as pair,
2 hinges.



Accepts 2 in. x 4 in. (51 mm x 102 mm) rectangular tubing or channel.
448 Rubber Bushings standard, 448A Poly optional (455A)



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 100,000 lbs. [45,359 kg]
Unit Weight (pair): 50 lbs. [22.7 kg]

Bushing Replacement: 448 (Rubber) or 448A (Poly)
Inside Diameter: 2 in. [51 mm]
Outside Diameter: 3 1/2 in. [89 mm]
Length: 1 3/4 in. [44 mm]



*448 Bushing is 2 pieces.

Each Hinge Includes:

351: Bolt & Nut (2) 447: Bolt (2)
441: Bracket 448: Bushing (2)
*442: Pin 452L/452R: Housing
445: Adjustable Shoe 653: Retaining Ring (2)

*442 Pin includes the following parts: 653 (2).

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER HINGE ASSEMBLIES

- Never attempt weld repair of damaged or worn hinge components
- Clean and inspect hinge assemblies for damage or excessive wear before each and every use
- All weld attachments should be performed by a certified welder skilled in structural welding
- The mounting structure the hinges are welded to must be of sufficient strength to withstand load ratings of hinges
- 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



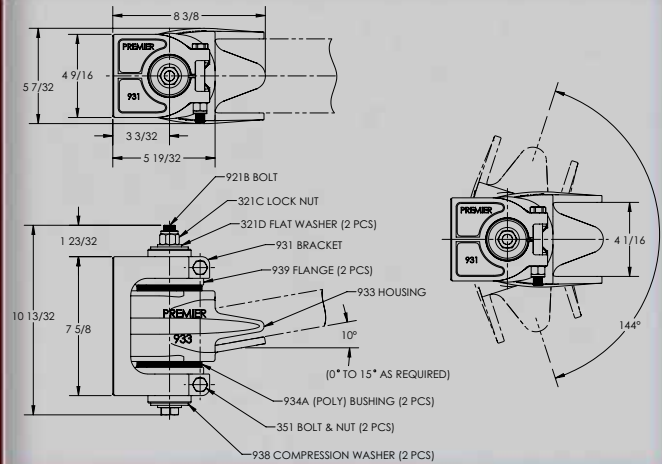
Hinge Assemblies

930A Hinge Assembly

Sold as pair,
2 hinges.



Accepts 2 in. x 4 in. (51 mm x 102 mm) rectangular tubing.
934A Poly Bushings standard



SPECIFICATIONS

Max. Gross Trailer Weight (pair): 150,000 lbs. (68,039 kg)
Unit Weight (pair): 59.2 lbs. (26.8 kg)

Bushing Replacement: 934A (Poly)
Outside Diameter: Tapered 4 1/4 in. (108 mm)
Inside Diameter: 1 7/8 in. (48 mm)
Length: 2 1/4 in. (57 mm)



*934A Bushing is 2 pieces.

Each Hinge Includes:

321C: Locknut	932: Pin
321D: Flat Washer (2)	933: Housing
351: Bolt & Nut (2)	934A: Bushing (2)
921B: Bolt	938: Elastomer-Washer (2)
931: Bracket	939: Flange

Notes:

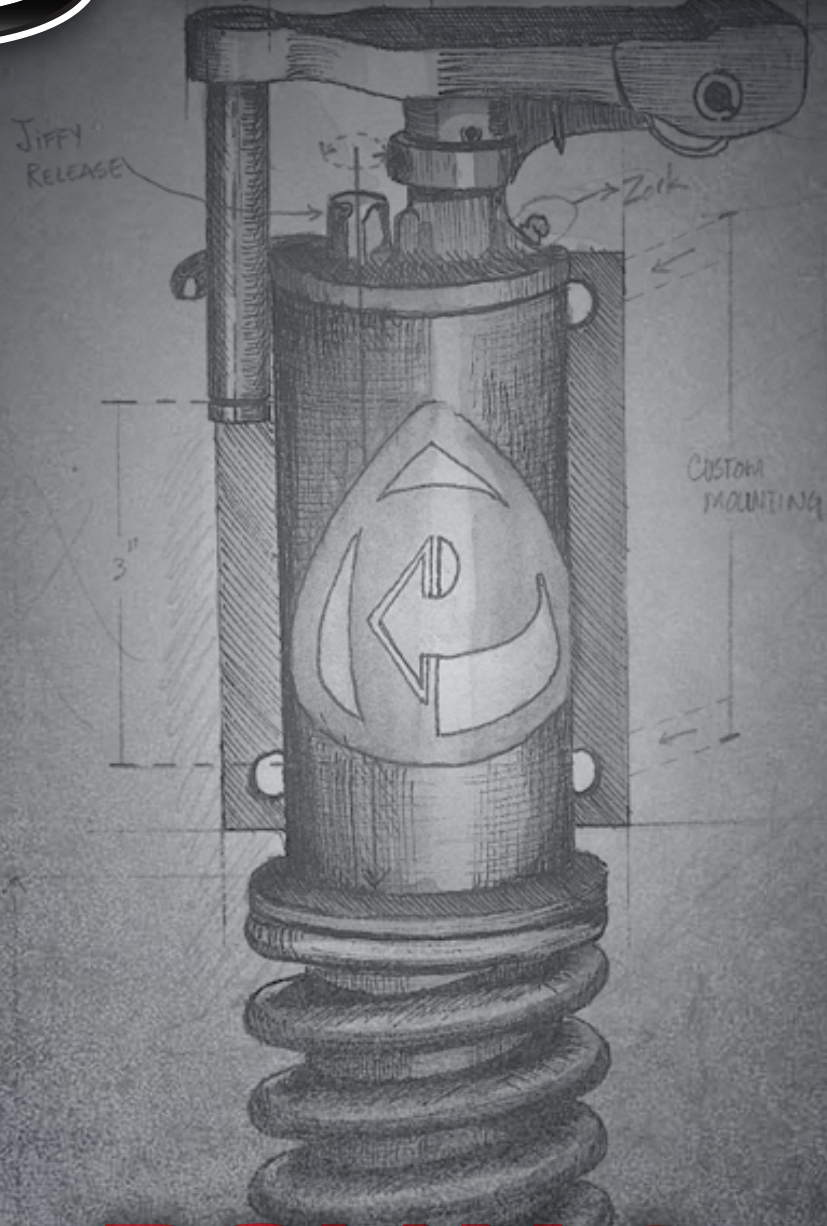
IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER HINGE ASSEMBLIES

- Never attempt weld repair of damaged or worn hinge components
- Clean and inspect hinge assemblies for damage or excessive wear before each and every use
- All weld attachments should be performed by a certified welder skilled in structural welding
- The mounting structure the hinges are welded to must be of sufficient strength to withstand load ratings of hinges
- 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





PREMIER
MANUFACTURING CO.



**DOLLY &
MULTI-USE JACKS**



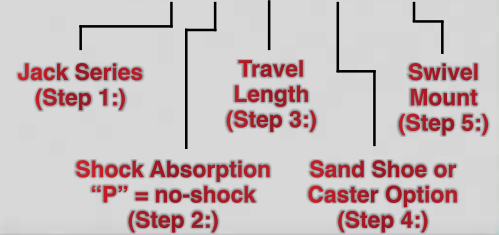
Jack Selection Guide

Determining and Ordering Your Premier Jack:

Example Order: 600 P - 15 - 726 - 688

Follow the five steps below to assist you in constructing a jack part number.

The example part number is for a "600" series jack, with no shock absorption "P", "15" inches of travel, with a "726" caster mounting plate and a "688" swivel mount. If you should have any questions in regard to ordering or installing a Premier jack, please call our knowledgeable sales staff for assistance.



Step 1: Determine The Jack Best Suited to Your Needs

Review the features of Premier's 700 Standard Jack, 600 Jiffy Jack and 800 Utility Jack, to determine which series best suits your application.

Following the above example, **Step 1 = 600.**



Step 2: Shock Absorption

Premier's 600 Jiffy Jack and 700 Standard Jack both offer an optional shock system that reduces the potential for jack damage due to sudden load drops. If this feature is *not* desired, indicate a "P" after the jack model number (ie: **600P**) to decline the shock, or leave off the "P" (ie: **600**) to include the shock feature.

Following the above example, the jack will not have a spring cushion. **Step 2 = 600P.**



Step 3: Travel Length

The 600 Jiffy Jack is offered in two travel lengths, 12" or 15" (inches). The 700 and 800 jacks are available with 15" of travel.

Following the above example, the jack will have 15" of travel. **Step 3 = 600P-15.**

Step 4: Select a Base Suited to Your Needs

Decide if the jack will be used with a sand shoe - or - a caster.

If a sand shoe is preferred, order part #729.

If a caster is going to be used, order the caster mounting plate, part #726.

Following the above example, the jack will be used with a caster: **Step 4 = 600P-15-726.**

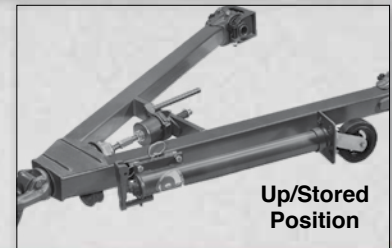
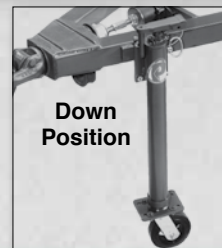
Please note: If you choose a caster mounting plate, the caster options are shown on page 70. The caster will need to be ordered as a separate line item.



Step 5: Swivel Mount Option

This step is only necessary if a swivel mount is desired. Swivel mount options are shown on page 69.

Following the above example, the jack will have a 688 swivel mount. **Step 5 = 600P-15-726-688.**



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER JACKS

- Never operate jack on uneven ground or where there is a chance of the lifted load shifting
- Never place more of a load on jack or caster which is greater than the lowest rated capacity
- Lubricate jack and check jack and caster assembly for damage or worn components frequently
- 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



600 Jiffy Jack



Model 600-15-726

Premier's 600 Series Jiffy Jacks are time savers by allowing the jack to be lowered to the ground or raised into the retracted position without having to crank the handle, see example below. Premier pioneered this design with speed of use as the focal point. The result is a jack that simply outperforms others in its class. The 600 series jiffy is the jack of choice for many fleets around the world.

- "Jiffy Quick Release" for instant, one-lever lowering and retracting of the leg without cranking.
- Quick action, spring-activated, folding handle that seats in a positive position for travel. This keeps the handle short, compact, and out of the way.
- DOM inner and outer tubes provide a strong precision fit, reducing penetration of outside contaminants.
- Oil cup for convenient lubrication of power screw.
- Custom mounting options allow mounting plate to be factory welded anywhere on the outside tube, or shipped loose for customer installation (available on most models).

Capacity: 5,000 lbs. (2,268 kg) operational, 10,000 lbs. (4,536 kg) static.

Refer to caster chart for caster limitations, page 70.

Models Available:

See Jack Selection Guide on page 67 for additional options

Series	Travel	Base	Overall Height*
600	12 in. (305 mm)	726, 729	26 1/16 in. (662 mm)
600P	12 in. (305 mm)	726, 729	26 1/16 in. (662 mm)
600	15 in. (381 mm)	726, 729	29 5/8 in. (752 mm)
600P	15 in. (381 mm)	726, 729	29 5/8 in. (752 mm)

*(Retracted, Includes handle.)

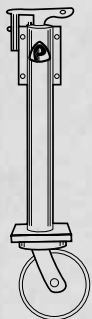
Caster Options: See Caster Chart on page 70.

Optional Accessories:

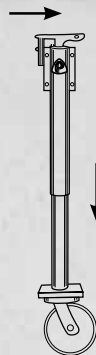
688 Swivel Mount: Helps lift jack up and out of harm's way when traveling (see page 69).

Shock Absorption Assembly: Reduces potential for jack damage when sudden drop-type loads are applied.

Jiffy Quick Release



The "Jiffy Quick Release" option for our 600 series jacks enables the user to rapidly lower and raise the leg with one quick motion.



While applying slight pressure on the caster plate, turn the Quick Release Lever. Inner jack tube can now be quickly extended to the ground.



Once caster is to the ground, only a few cranks of the handle will raise the load to the desired position. Handle will spring back to stored position once released.



Once the load has been removed from the jack, you can just as quickly return the jack to its fully retracted position.

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER JACKS

- Never operate jack on uneven ground or where there is a chance of the lifted load shifting
- Never place more of a load on jack or caster which is greater than the lowest rated capacity
- Lubricate jack and check jack and caster assembly for damage or worn components frequently
- 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



700 Standard Jack



Model 700P-15-729

The Premier 700 Standard Jack has been engineered and built to the same stringent specifications as our 600 Jiffy Jack. Designed for long life with minimal maintenance, the 700 is easily adapted to nearly any application.

- Quick action, spring-activated, folding handle that seats in a positive position for travel. This keeps the handle short, compact, and out of the way.
- DOM inner and outer tubes provide a strong precision fit, reducing penetration of outside contaminants.
- Tube support collar on outside tube for added strength.
- Oil cup for convenient lubrication of main bearing and power screw.
- Custom mounting options allow mounting plate to be factory welded anywhere on the outside tube, or shipped loose for customer installation.

Capacity: 5,000 lbs. (2,268 kg) operational, 10,000 lbs. (4,536 kg) static. Refer to caster chart for caster limitations, page 70.

Models Available:

See Jack Selection Guide on page 67 for additional options

Series	Travel	Base	Overall Height*
700	15 in. (381 mm)	726, 729	23 5/16 in. (592 mm)
700P	15 in. (381 mm)	726, 729	23 5/16 in. (592 mm)

*(Retracted, Includes handle.)

Caster Options: See Caster Chart on page 70.

Optional Accessories:

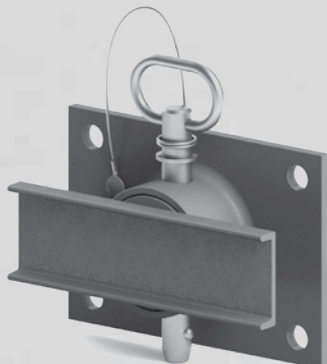
688 Swivel Mount: Helps lift jack up and out of harm's way when traveling (see below).

Shock Absorption Assembly: Reduces potential for jack damage when sudden drop-type loads are applied.

Swivel Mount Options

688, 688HD & 688US Swivel Mounts:

Swivel Mounts allow for the jack to be rotated up, out of harm's way, as shown below.



688: Swivel Mount Assembly
689B: Pin & Cable Assembly

688: May be ordered separately or in place of standard mounting plate on any Premier Jack.

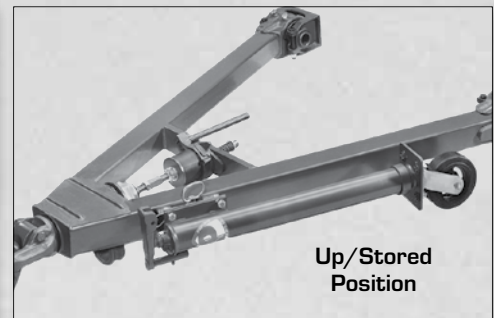
(Bolt hole centers: 3 3/8 in. (86 mm) x 5 1/4 in. (133 mm) x 17/32 in. (13 mm) I.D.)

688HD: Same general design as our 688 above, but in a heavy-duty version.

688US: This is our Universal version of the 688. The 688US easily adapts to existing jacks that already have the standard mounting plate installed.



Down
Position



Up/Stored
Position

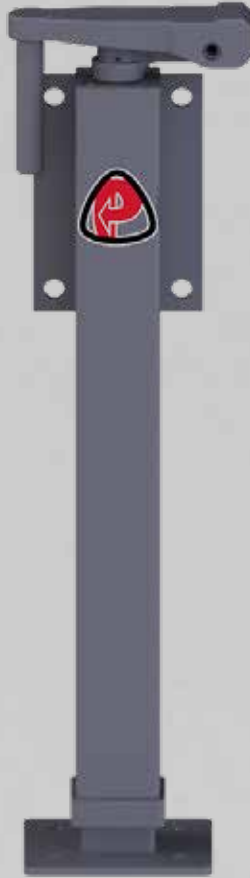
688CT: Inside tube and weld-on channel mount

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER JACKS

- Never operate jack on uneven ground or where there is a chance of the lifted load shifting
- Never place more of a load on jack or caster which is greater than the lowest rated capacity
- Lubricate jack and check jack and caster assembly for damage or worn components frequently
- 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



800 Utility Jack



Model 800P-15-829

Premier's 800 Utility Jack was designed to accommodate light to medium duty applications.

- Quick action, spring-activated, folding handle that seats in a positive position for travel. This keeps the handle short, compact, and out of the way.
- Strong, precision fit square tubing helps reduce penetration of outside contaminants.
- Tube support collar on outside tube for added strength.
- Oil cup for convenient lubrication of power screw.
- Custom mounting options allow mounting plate to be factory welded anywhere on the outside tube, or shipped loose for customer installation.

Capacity: 2,500 lbs. (1,134 kg) operational, 5,000 lbs. (2,268 kg) static. Refer to caster chart (below) for caster limitations.

Models Available:

See Jack Selection Guide on page 67 for additional options

Series	Travel	Base	Overall Height*
800P	15 in. (381 mm)	829	23 1/8 in. (587 mm)

*(Retracted, Includes handle.)

Caster Options: 620, 620P, 623

Optional Accessories:

688 Swivel Mount: Helps lift jack up and out of harm's way when traveling (see page 69).

Caster Options

Jack assemblies are to be fully retracted during highway operation. Capacity ratings apply only to manual operation at less than 5 mph (8 kph). Caster assemblies determine actual capacity of jack.

Caster Type	Series	Capacity	Overall Height	Wheel Size	Unit Weight
Steel	620	1,200 lbs. (544.3 kg)	7 1/4 in. (184 mm)	6 in. (152 mm)	10 lbs. (4.5 kg)
	620P	1,200 lbs. (544.3 kg)	7 1/2 in. (191 mm)	6 in. (152 mm)	7 lbs. (3.2 kg)
	637**	1,200 lbs. (544.3 kg)	7 1/4 in. (184 mm)	6 in. (152 mm)	11 lbs. (5.0 kg)
	745*	1,400 lbs. (636.4 kg)	9 1/2 in. (241 mm)	8 in. (203 mm)	12 lbs. (5.5 kg)
*Not recommended for 600 Series Jiffy Jacks					
Molden Rubber	623	800 lbs. (362.9 kg)	7 1/4 in. (184 mm)	6 in. (152 mm)	6 lbs. (2.7 kg)
	746**	800 lbs. (362.9 kg)	10 1/8 in. (257 mm)	8 in. (203 mm)	11 lbs. (5.0 kg)
Pneumatic	720**	390 lbs. (176.9 kg)	13 in. (330 mm)	10 in. (254 mm)	14 lbs. (6.4 kg)
**Not recommended for 800 Series Jacks					

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER JACKS

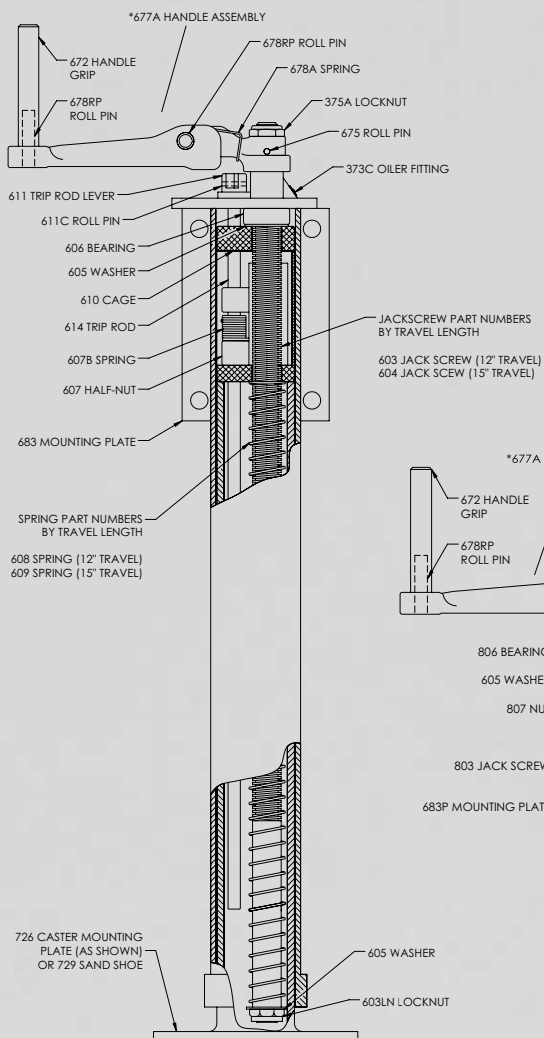
- Never operate jack on uneven ground or where there is a chance of the lifted load shifting
- Never place more of a load on jack or caster which is greater than the lowest rated capacity
- Lubricate jack and check jack and caster assembly for damage or worn components frequently
- Do not bind-up (Jackknife) any application as stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use



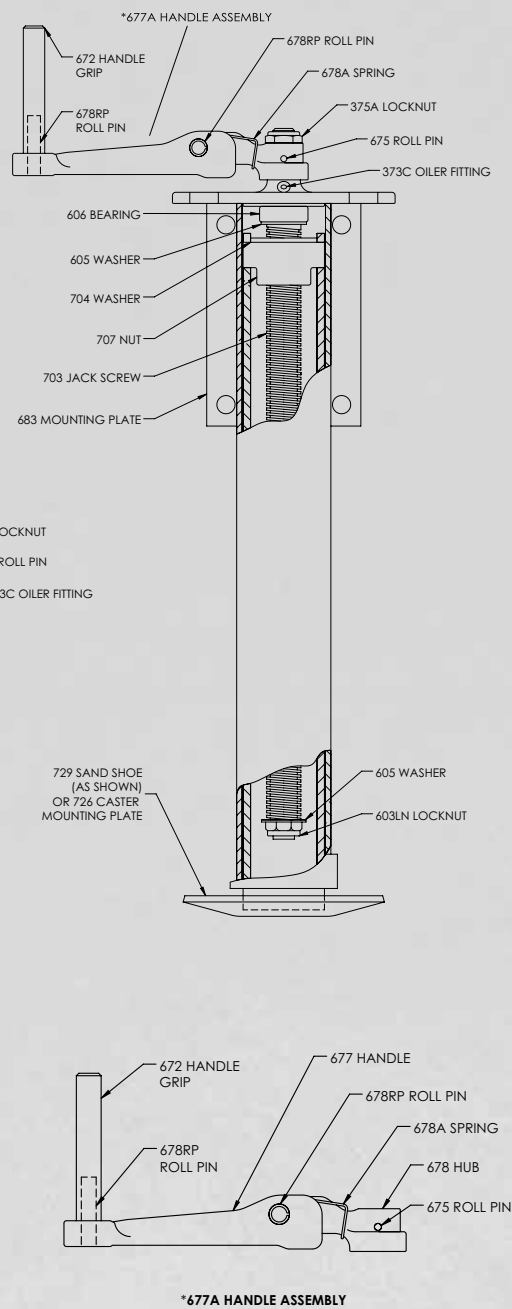
Dolly and Multi-Use Jacks

The Jack Replacement Parts illustrated should accommodate most repair requirements. Complete inner and outer tube assemblies are also available. Contact Premier for more information.

600 Jiffy Jack Parts



700 Standard Jack Parts



800 Utility Jack Parts

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER JACKS

- Never operate jack on uneven ground or where there is a chance of the lifted load shifting
- Never place more of a load on jack or caster which is greater than the lowest rated capacity
- Lubricate jack and check jack and caster assembly for damage or worn components frequently
- 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



PREMIER
MANUFACTURING CO.



ACCESSORIES



Accessories

Wear Gages



To determine wear limits, Premier created Wear Gages that help judge the useful life of couplings and drawbar eyes. Available as a complete kit or individually, these gages are easy to use and are a must for maintenance managers and safety personnel.

In accordance with Premier and the Federal Motor Carrier Safety Regulations, these were designed to identify wear at the critical percentages of 18% and 20%, by measuring the cross-section of coupling hooks (horn) and drawbar eye loops. 18% wear indicates that the product should be replaced as soon as possible. At 20% wear, the product is no longer in usable condition and must be taken out of service immediately and replaced. The latch gage bar measures the gap space between the top of the coupling hook and the closed latch. If the 3/8" latch gage bar can pass between this region, then the latch components should be considered worn past safe limits and replaced. Please note that these wear gage specifications are in accordance with Premier Mfg. Co. and the Federal Motor Carrier Safety Regulations (refer to other manufacturer's specifications for wear limits on their products).

Gages can be purchased individually or in two kit options.

See pages 7 & 46 for Cross Reference Charts.

Gage	Description
14038:	2 11/16 in. (68 mm)
14000:	Complete Gage Kit (includes all items below)
14020:	2 5/8 in. (67 mm)
14017:	2 1/4 in. (57 mm)
14029:	Fleet Gage Kit (includes items below)
14026:	3/8 in. (10 mm) (Latch Gage)
14014:	2 1/8 in. (54 mm)
14011:	2 in. (51 mm)
14008:	1 3/4 in. (44 mm)
14032:	1 11/16 in. (43 mm)
14005:	1 5/8 in. (41 mm)
14035:	1 9/16 in. (40 mm)
14002:	1 1/2 in. (38 mm)

Drawbar Guides



Premier's Drawbar Guides act as an aid to operators when hooking up equipment. These guides are cast from high strength steel and are easily installed by welding to the rear cross member.

Guides can be purchased individually or as complete sets.

Guide	Couplings Used With
378:	360, 370, 370B, 570, 770, 2300 & 2300B
378M:	100, 270
438:	100-3, 100-4, 100-4H, 1400, 1400H, 470, 470H, 2200, 2400 & 2400H

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER ACCESSORIES

- Always check parts for proper operation prior to placing in service
- Clean and lubricate accessories (where applicable) frequently
- Clean and inspect accessories for damage or excessive wear before each and every use
- Never attempt weld repair or other repair to damaged or defective Premier accessories
- Only use Premier manufactured or authorized accessories or parts in or on Premier products
- Do not bind-up (Jackknife) any application. Stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use



Accessories

281 / 282 Air Chambers



SPECIFICATIONS

Premier Air Chambers are definitely **not** your typical air chambers. Ours are built to last in the rigorous service of coupling and drawbar eye connections.

281 (Type-24) Air Chamber (8" pushrod):

Maximum Force at 100 psi: 2,400 lbs. [10.68 kN]
Unit Weight: 9.1 lbs. [4.1 kg]

281L (Type-24) Air Chamber (12" pushrod):

Maximum Force at 100 psi: 2,400 lbs. [10.68 kN]
Unit Weight: 9.6 lbs. [4.4 kg]

281-Custom (Type-24) Air Chamber (custom pushrod <8"):

Maximum Force at 100 psi: 2,400 lbs. [10.68 kN]
Minimum Order Quantity: 50

281L-Custom (Type-24) Air Chamber (custom pushrod 8"-12"):

Maximum Force at 100 psi: 2,400 lbs. [10.68 kN]
Minimum Order Quantity: 50

282 (Type-30) Air Chamber (8" pushrod):

Maximum Force at 100 psi: 3,000 lbs. [13.34 kN]
Unit Weight: 9.8 lbs. [4.4 kg]

Air Chamber Brackets



SPECIFICATIONS

Standard Brackets (2 3/4 in. (70 mm) overall length):

267: For use with: 270, 2200, Saf-Tite 100 & 820 Slack Reducing Couplings

467: For use with: 360, 370, 470, 470H, 2300, 2400, 2400H, 1400, 1400H & Saf-Tite 100-3, 100-4, 100-4H Slack Reducing Couplings

767: For use with: 780, 880 & 2880 Slack Reducing Couplings

Non-Standard Brackets:

267F: 4 5/8 in. (117 mm) overall length (same couplings as 267)

467F: 5 1/2 in. (140 mm) overall length (same couplings as 467)

267H, 467H: 3/4 in. (19 mm) overall length (same couplings as 267 & 467 respectively)

271 - Series Thimbles



SPECIFICATIONS

Premier's thimbles are highly wear resistant. They are used on the end of the Pushrod of an air chamber that contacts the Slack Adjustment Shoe in Premier air take up couplings.

271: 7/8 in. (22 mm) x 2 3/4 in. (70 mm) [Standard]

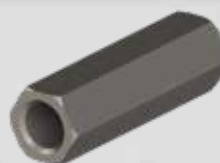
271B: 7/8 in. (22 mm) x 4 3/8 in. (111 mm) [Optional]

271C: 7/8 in. (22 mm) x 5 1/2 in. (140 mm) [Optional]

271D: 7/8 in. (22 mm) x 6 1/2 in. (165 mm) [Optional]

271H: 7/8 in. (22 mm) x 2 1/8 in. (54 mm) [Optional]

47 - Series Couplers



SPECIFICATIONS

Used to connect Air Chamber Pushrod to Pushrod of Drawbar Eye.

47: 3 5/8 in. (92 mm) long

Thread: 5/8 in.-18 NF to 3/4 in.-16 NF

47L: 3 5/8 in. (92 mm) long

Thread: 5/8 in.-18 NF to 3/4 in.-16 NF (left-hand)

47SPL: 6 in. (152 mm) long

Thread: 5/8 in.-18 NF to 3/4 in.-16 NF

Optional Accessories:

281J Jam Nut: 5/8 in. - 18NF used to secure coupler in position on 281 or 282 Air Chamber pushrod.

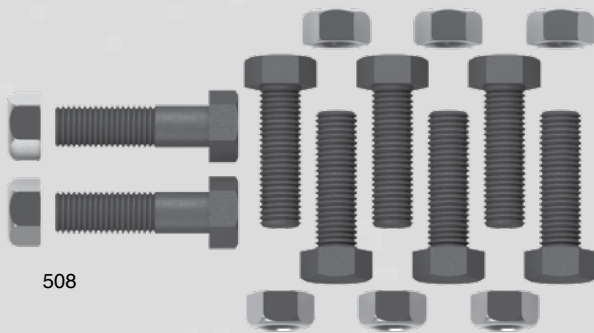
IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER ACCESSORIES

- Always check parts for proper operation prior to placing in service
- Clean and lubricate accessories (where applicable) frequently
- Clean and inspect accessories for damage or excessive wear before each and every use
- Never attempt weld repair or other repair to damaged or defective Premier accessories
- Only use Premier manufactured or authorized accessories or parts in or on Premier products
- Do not bind-up (Jackknife) any application. Stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use



Accessories

Bolt Kits



These individually packaged bolt kits make the hardware selection for your coupling and/or drawbar eye fast and easy.

Bolt kits 501 through 508 use coarse threaded Grade-8 fasteners and Grade-C crimp style locknuts for a strong and secure coupling or drawbar eye mounting system.

Bolt Kit 511 uses coarse threaded L9 Grade bolts.

** 159 Bolt Kit has fine threaded Grade-8 fasteners.

SPECIFICATIONS

Part #	For use with:	Includes:	Maximum Mounting Structure Thickness:
501:	270, 2200, 100	Bolts (2) 2 1/2 in. (2) 2 3/4 in., Locknuts (4)	1/2 in. (13 mm)
502:	360, 370, 780, 2300, 100-3	Bolts (4) 2 1/2 in. (2) 2 3/4 in., Locknuts (6)	1/2 in. (13 mm)
503:	127, 127F, 370B, 570, 580J, 2300B	Bolts (6) 2 1/2 in., Locknuts (6)	1/2 in. (13 mm)
504:	570	Bolts (6) 2 in., Locknuts (6)	1/2 in. (13 mm)
505:	770	Bolts (5) 2 1/2 in. (2) 2 3/4 in., Locknuts (7)	1/2 in. (13 mm)
507:	200, 200L, 300, 480, 580, 590, 690, 890C	Bolts (4) 2 3/4 in., Locknuts (4)	1/2 in. (13 mm)
508:	470, 470H, 2400, 2400H, 100-4, 100-4H, 1400, 1400H	Bolts (6) 2 1/2 in. (2) 2 3/4 in., Locknuts (8)	1/2 in. (13 mm)
509:	820	Bolts (4) 2 3/4 in., (2) 3in., Locknuts (4)	1" (25 mm)
511:	2880, 880	Bolts (6) 3 1/2 in., Locknuts (6)	1 5/8 in. (41 mm)
**159:	150, 160, 240	Bolts (4) 2 in., Lock washer (4), Hex nut (4)	3/4 in. (19 mm)

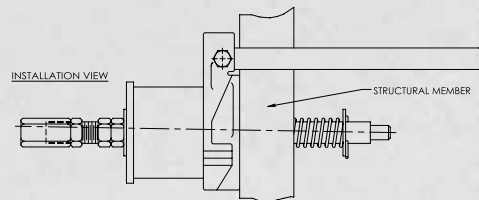
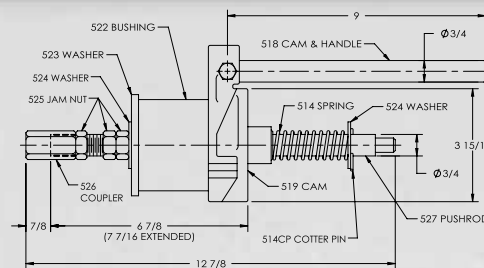
** 159 Kit has fine threads, uses lock washers and standard nuts.

500 Mechanical Slack Adjuster



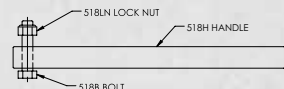
A complete mechanical slack adjustment device intended for use with any Premier slack adjusting drawbar eye. The 500 is designed to be used in place of 281 or 282 air chambers. No plumbing of air lines and simple operation make for an easy install and minimal maintenance.

Unit weight 9.3 lbs. (4.2 kg).



Handle Kit 518HK Includes:

- 518B: Bolt
- 518H: Handle
- 518LN: Locknut



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER ACCESSORIES

- Always check parts for proper operation prior to placing in service
- Clean and lubricate accessories (where applicable) frequently
- Clean and inspect accessories for damage or excessive wear before each and every use
- Never attempt weld repair or other repair to damaged or defective Premier accessories
- Only use Premier manufactured or authorized accessories or parts in or on Premier products
- Do not bind-up (Jackknife) any application. Stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use

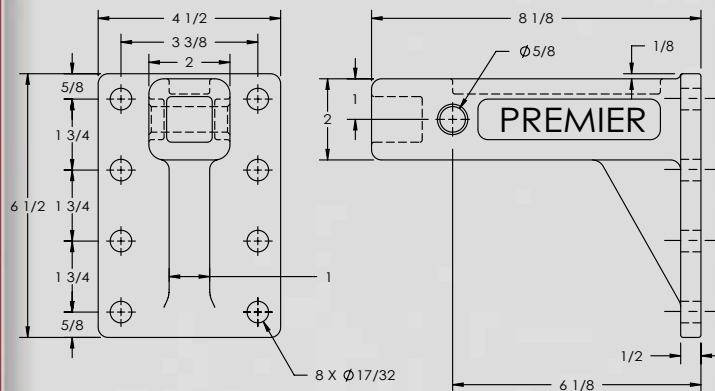
Accessories

165 Receiver



Designed for superior strength, the 165 is a one-piece, solid steel casting, adjustable mount for 2 in. receiver-type connections.

It allows for three different vertical height positions for mounting Premier 150 & 160 couplings (pages 33 & 34).



SPECIFICATIONS

Maximum Gross Trailer Weight:	10,000 lbs.	*(4,536 kg)
Maximum Tongue Weight:	1,000 lbs.	*(454 kg)
Unit Weight:	11 lbs.	(5 kg)
Pin Diameter:	5/8 in.	(16 mm)

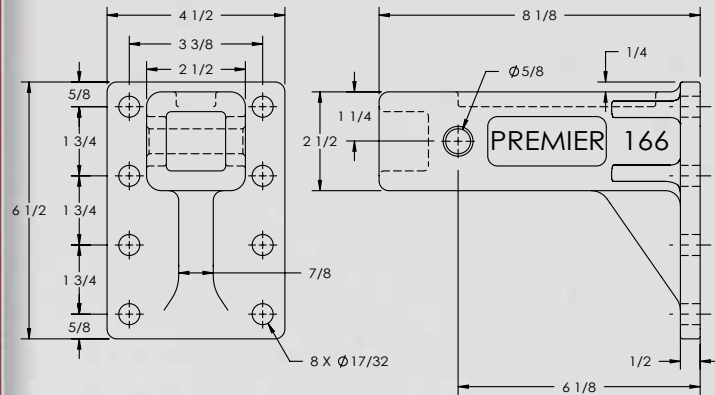
**Stated capacities to be reduced accordingly if receiver receptacle unit has less capacity.*

166 Receiver



Like our 165 Receiver, the 166 is also a single, solid steel casting, adjustable mount receiver, except it is used in 2 1/2 in. receiver-type connections.

It allows for three different vertical height positions for mounting Premier 150 & 160 couplings (pages 33 & 34).



SPECIFICATIONS

Maximum Gross Trailer Weight:	12,000 lbs.	*(5,443 kg)
Maximum Tongue Weight:	1,200 lbs.	*(544 kg)
Unit Weight:	15 lbs.	(6.8 kg)
Pin Diameter:	5/8 in.	(16 mm)

**Stated capacities to be reduced accordingly if receiver receptacle unit has less capacity.*

IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER RECEIVERS

- To be attached by 5/8 in. pin only
- Only Grade-8 fasteners properly torqued should be used to attach couplings
- Never attempt weld repair of damaged or defective receivers or receiver receptacles
- If receiver receptacle has a less capacity do not exceed it
- Clean and inspect accessories for damage or excessive wear before each and every use
- 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



Accessories

150 Coupling Balls



Coupling Balls designed exclusively to fit Premier's 150 Coupling (see page 33).

SPECIFICATIONS

Product #	Ball Diameter	Maximum GTW
155 Ball	2 in. (51 mm)	10,000 lbs. (4,536 kg)
156 Ball	2 5/16 in. (59 mm)	10,000 lbs. (4,536 kg)

All sizes have 1 1/4 in. diameter shaft and come standard with a 1 1/4 in. nylon locknut [157].



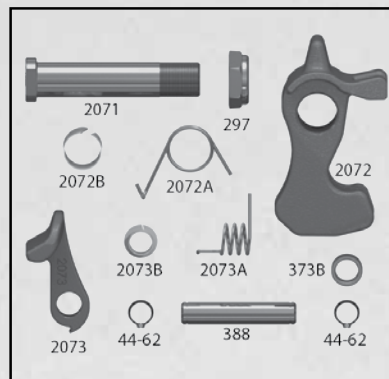
150

Parts Kits & Repair Kits

Part #	Couplings Used With
100PK	100, 100-3, 100-4, 100-4H
130PK	130, 240, 240K
135PK	135NT, 235NT
150PK	150, 150-1, 160
270PK	270
370PK	370, 370B, 570, 770
470PK	470, 470H
480RK	480
580RK	580, 580J
690LRK	690L
700RK	700 Jack
880RK	880
890PK	890CL, 890CR
2000PK	1400, 1400H, 2200, 2300, 2300B, 2400, 2400H, 2880
2000PK-EL	2200, 2300, 2300B, 2400, 2400H, 2880
2200PK-ELL	2200ELL

Parts Kits & Repair Kits, they are one and the same in that they have all the parts needed to perform a complete rebuild for the given product model #. In a day and age when efficiency and liability are paramount, do yourself a favor and purchase a complete kit to service your coupling and sleep better at night. All of Premier's most popular models have a complete kit available, so please consult this cross reference chart to find the single part # to order your kit.

2000PK Parts Kit



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER HITCH BALLS AND TOW HOOKS

- Only Grade-8 fasteners properly torqued should be used to attach tow hooks
- Never attempt weld repair of damaged or defective hitch balls or tow hooks
- Always check parts for proper operation prior to placing in service
- Clean and inspect accessories for damage or excessive wear before each and every use
- 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



Accessories

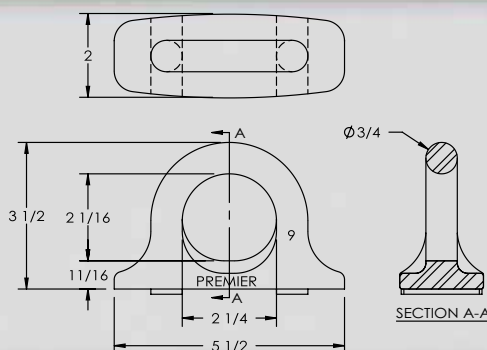
Premier's Safety Chain Hangers are what much of the trucking, utility, and construction industry have been requesting for many years - a strong, reliable, and easy to install hanger system. They are available in two sizes and styles.

9 Safety Chain Hanger



MGTW:
30,000 lbs. (13,608 kg)

Weight:
2.4 lbs. (1.09 kg)

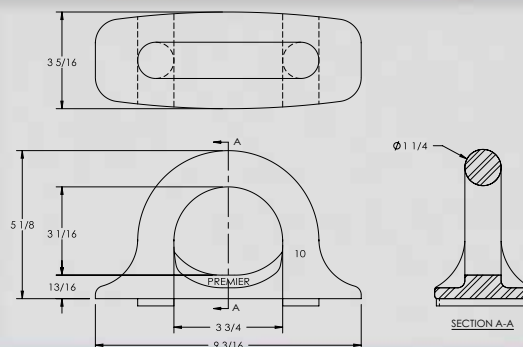


10 Safety Chain Hanger



MGTW:
90,000 lbs. (40,823 kg)

Weight:
9.7 lbs. (4.4 kg)

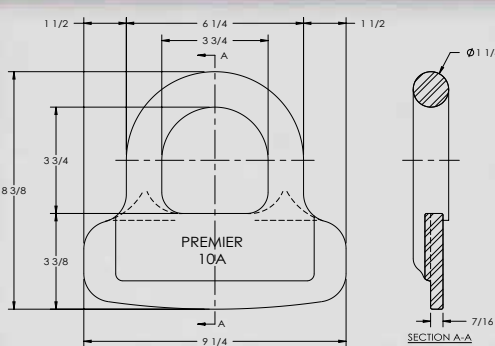


10A Safety Chain Hanger



MGTW:
90,000 lbs. (40,823 kg)

Weight:
9.0 lbs. (4.08 kg)

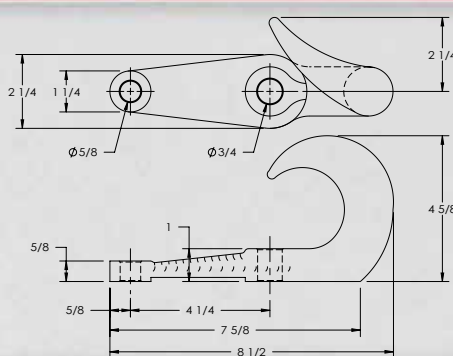


12L / 12R Tow Hooks

PRODUCT DISCONTINUED
In stock quantities will be the last orders fulfilled.

Premier's 12L and 12R tow hooks have been around for many years. Made of high strength cast steel, these hooks are not only tough but easy to install.

Capacity of each hook is 25,000 lbs. (11,339 kg).



IMPORTANT GUIDELINES THAT APPLY TO ALL PREMIER SAFETY CHAIN HANGERS

- Hangers are to be attached by welding only
- Never attempt weld repair of damaged or defective chain hangers
- Welding should only be performed by a certified welder skilled in structural welding practices
- Always check parts for proper operation prior to placing in service
- Clean and inspect accessories for damage or excessive wear before each and every use
- 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



Glossary

A-Dolly (Dolly, Converter Dolly) – A single or double axle unit with a fifth wheel and drawbar eye point of attachment that converts a semi trailer to a full trailer.

Air Adjusted (Coupling or Drawbar Eye) – A coupling or drawbar eye with an air take up system that reduces slack at the connection, via pressure from an air service chamber.

Air Chamber – A device that encompasses a bladder and spring that when air is supplied extends and when air is taken away it retracts. Used as part of the slack reducing system for a coupling or drawbar eye.

Application – The configuration of transportation equipment and how and where it is used.

Bind-Up (Binding) – see jackknife.

C-Dolly – A convertor dolly that has two points of attachment equally spaced from the vehicle centerline, which will not allow any turning to occur at the connections.

Chamfer – The beveling of flat or circular edge, typically done at a 45 degree angle.

Converter Dolly – see A-dolly.

Coupling (Hitch or Pintle Hook) – A device with a latch system that, when used in combination with a drawbar eye, connects a towed vehicle to the towing vehicle.

Coupling (Hitch) Ball – A spherical ball atop a post that connects to a trailer with a spherical socket coupler. Typically used in passenger vehicle applications.

Dolly – Generic description for an A-dolly or C-dolly.

Dolly Jack – A mechanical device for lifting, used for holding up the front end of a dolly when not coupled to a towing vehicle.

Drawbar – see front end.

Drawbar Eye (Lunette) – A ring shaped object used in combination with a coupling to connect a towed vehicle to the towing vehicle.

Drawbar Eye Loop – The ring shaped portion of the drawbar eye.

Drop Pintle Coupling – A coupling with a pintle (hook) that rotates downward when the latch system is opened, allowing the drawbar eye to be disconnected.

Dynamic Load – A type of load that changes in the direction or degree of force during operation.

Eye X-Section – The diameter dimensions of the tip of a drawbar eye loop measured in the horizontal and vertical planes.

Fastener – Hardware that mechanically joins or affixes two or more objects together (a nut and bolt).

Front End – The front end of a trailer or convertor dolly.

Front End Housing – A device that is welded to the front of a trailer or dolly that allows the installation of a swivel drawbar eye.

Full Trailer – Any trailer other than a pole trailer that is constructed so that no part of its weight, except for the towing device, rests upon the towing vehicle.

GTWR (Gross Trailer Weight Rating) – The value specified by the manufacturer as the maximum allowed loaded weight of a trailer.

GVWR (Gross Vehicle Weight Rating) – The value specified by the manufacturer as the maximum allowed loaded weight of the vehicle.

Hinge (Hinge Assembly) – A device that allows the front end of a trailer or dolly to articulate in the vertical plane.

Hitch – see coupling.

Hook – see pintle.

Horn – see pintle.

Induction Hardening – A heat treat procedure that allows for a desired area of the part to be hardened, while other areas are unaffected.

Jack – A mechanical device used to lift heavy loads.

Jackknife – The over-articulation of the coupling connection that results in binding at the coupling to drawbar eye connection, or between the structures of the towing and towed vehicle.



Glossary

Latch – A combination of parts on a coupling body that open and close, allowing the drawbar eye to be contained on the pintle.

Load Specifications – The weight capacity of a device or vehicle.

Lunette Eye – see drawbar eye.

Maintenance – A regularly scheduled interval of cleaning, inspecting and lubricating of coupling and drawbar eye components to preserve their operation and life expectancy.

MGTW (Maximum Gross Trailer Weight) – see GTWR.

Mounting Surface – The area a coupling, drawbar eye or hinge assembly attaches to.

Off-Road – Use of a vehicle on any surface other than pavement or concrete.

Operating Conditions – The environment a vehicle is operated in.

Out-Of-Service – No longer suitable for use.

Over-The-Road – Use of a vehicle on pavement or concrete roads.

Pintle – The hook section of a coupling device that a drawbar eye loop attaches to.

Pintle Hook – see coupling.

Premalloy – Premier's longest wearing proprietary material, used in some models of couplings and drawbar eyes.

Pushrod – A rod that connects the air chamber to the shoe in slack reducing couplings or drawbar eyes.

Saddle Area – The region of a coupling where the drawbar eye rests in the vertical load direction.

Safety Chain(s) or Cable – A backup safety device that must be of sufficient strength to contain a trailer if an accidental disconnect of the coupling and drawbar occurs (mandatory in North America).

Saf-Tite – Premier's highest strength couplings, at a value.

Semitrailer – Any trailer other than a pole trailer that is constructed so that some part of its weight rests upon the towing vehicle.

Shock Load – see dynamic load.

Shoe – The portion of an air take up system that contacts the drawbar eye loop (coupling style) or pintle hook (drawbar eye style).

Slack Reducing System – Specifically designed by Premier to improve drivability of the connected vehicles and reduce wear at the coupling to drawbar eye connection. This is done by applying a clamping force at the connection that removes all free play, thus drastically reducing the slamming back and forth of the drawbar eye loop on the coupling pintle (horn). Less movement means a more comfortable ride as well as longer component life.

Static Load – The weighed load of a vehicle when not in motion.

Swivel Coupling – A coupling with a shank that resides in bores and allows for rotation about the longitudinal axis of the vehicle. It is typically used in off-road applications, and never used with a swivel drawbar eye.

Swivel Drawbar Eye – A drawbar eye with a shank that resides in bushings and allows for rotation about the longitudinal axis of the vehicle. It is typically used in off-road applications, and never used with a swivel coupling.

Tongue – see front end.

Tongue Weight – The weight of the trailer or dolly in the vertical plane that is applied to the coupling.

Torque – The measured value of a force applied to produce rotation about an axis, typically measured in foot or inch pounds.

Tow Bar – see front end.

Tow Hook – A device used to temporarily allow one vehicle to pull another, usually used in conjunction with a cable or strap.

Towed Vehicle – A vehicle being pulled by another vehicle, typically a trailer.

Towing Vehicle – The tractor or other type of vehicle pulling a trailer.

Trailer Hitch – see coupling.

Ultimate Latch Capacity – The maximum non-sustained load on a latch or upper coupling surface that contains the drawbar eye.

Wear Gages – Various tools used to measure wear and determine serviceability on a coupling hook, drawbar eye loop, or gap at the latch to hook interface.





PREMIER

MANUFACTURING CO.

WARRANTY:

We warrant all Premier products to be free from defects in material or workmanship for one year. We will repair or replace, at our option, any Premier product which our examination reveals to be defective, provided that the product is returned to our factory, at Tualatin, Oregon transportation prepaid, within one year of purchase by the first retail purchaser. Our warranty does not extend to products which have been subject to misuse, neglect, improper installation, maintenance or application, nor does our warranty extend to products which have been repaired or altered outside of Premier's facility unless the repair or alteration has been expressly authorized in writing by Premier. ***This warranty is in lieu of all other warranties, express or implied, and excludes warranties of merchantability, fitness for a particular purpose and otherwise, and in no event will Premier be liable for incidental, special, contingent or consequential damages.***

DISCLAIMER:

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Item # **10006094**

A DIVISION OF **HIGH BAR BRANDS, LLC**



**HIGH BAR
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