



PREMIER
MANUFACTURING

Document # 10008215

THE FIRST NAME IN QUALITY COUPLINGS

370PK SERVICE GUIDELINES

PART #10000292

For Coupling Models: 370, 370B and 570

BEFORE GETTING STARTED

- This procedure should only be performed by a qualified mechanic.
- Measure the wear on the coupling's pintle hook. If the wear is at or exceeds 20% of the cross section, the coupling is considered Out of Service. Do Not continue. Premier has Wear Gages to determine wear on our Couplings and Drawbar Eyes.
- Examine the entire coupling body for excessive wear or any damage. If any exists, do Not continue, coupling needs to be replaced.
- Tools required: 1 1/16" & 15/16" sockets, and a flat head screw driver.
- Safety glasses are required for all of the following procedures.
- See attached Image Reference Section(s) with photos and/or drawings to identify various parts.
- Prior to disassembly, familiarize yourself with the location of all the various parts in the coupling. This will assist in the assembly process.

DISASSEMBLY:

1. The coupling body should be positioned upright with the latch in the closed position (see Image #2 in the Image Reference Section.)
2. Locate the 374 Bolt, which resides within the 472 Latch, and remove the 274A Locknut from the left side. Slide the 374 Bolt out from the right side. Remove the 472 Latch.
3. With the 582A Spring still spring-loaded on the 372B Locking Pawl, cautiously remove the locking pawl, since the spring may eject during removal.
4. Remove the 582A Spring.
5. Locate the 375 Bolt, which resides within the 373 Pawl, and remove the 375A Locknut from the left side. Slide the 375 Bolt out from the right side. ****Do not discard it, you will need to use this 375 Bolt again for reassembly purposes.**
6. Remove the 373 Pawl, 373A Spring and ****373B Spacer (**for 570 models and older model 370's, 370B's & 770's only).** There will either be a ****removable spacer (see Image #1, 373B Spacer) OR a built-in spacer on the inside right 375 Bolt body hole (see Image #4).**
7. IF you are replacing the shoe and its components (279, 379 or 579) then determine your coupling model number and follow instructions for **either A, B or C below: Otherwise, continue on to #8.**
 - a. **FOR MODELS 370 & 770 (using 279 Shoe):** Locate the 274 Bolt, which resides within the 279 Shoe at the bottom of the coupling and remove the 274A Locknut from the left side. Slide the 274 Bolt out from the right side and remove the 279 Shoe and 266 Spring.
 - b. **FOR MODEL 370B ONLY (using 379 Shoe):** Position the coupling so that you are looking at the lower back side (see Image #5). Locate the straight leg of the 376 Spring on the left hand side and push it to the right, until it has moved past the internal shoe stop. You may need to push the shoe forward to allow for clearance of the spring. Turn the coupling back around to face the front of it. Locate the 374 Bolt residing in the 379 Shoe and remove the 274A Locknut from the left side. Slide the 374 Bolt out from the right side then remove the 379 Shoe and 376 Spring from the top of the coupling opening.



- c. **FOR MODEL 570 ONLY (using 579 Shoe):** Position the coupling so that you are looking at the lower back side (see Image #5). Locate the straight leg of the 376 Spring on the left hand side and push it to the right, until it has moved past the internal shoe stop. You may need to push the shoe forward to allow for clearance of the spring. Turn the coupling back around to face the front of it. Locate the 374 Bolt residing in the 579 Shoe and remove the 274A Locknut from the left side. Slide the 374 Bolt out from the right side then remove the 579 Shoe and 376 Spring from the top of the coupling opening.
8. With all parts removed from the coupling body, clean and inspect the body for wear and/or damage. If wear exists or damage is noted, do not attempt to repair. DO NOT ATTEMPT WELD REPAIR OF ANY DAMAGED AND/OR WORN PART.

DISASSEMBLY IS COMPLETE

IMPORTANT NOTES TO CLEAN, INSPECT & LUBRICATE:

- Use only genuine PREMIER replacement parts on any repairs. Use of other parts, which can have different specifications or tolerances, may fail to alert you to non-obvious damage to the hitch which can lead to hitch failure.
- All body holes, part holes and pins need to be thoroughly cleaned and lubricated with a heavy grease before the parts are reassembled. DO NOT LUBRICATE PINTLE HOOK WEAR SURFACE.
- Clean, inspect and lubricate latch components every 90 days or sooner if required by the operating environment.
- Clean and inspect the coupling for damage and excessive wear prior to each and every use.
- Do not over-tighten fasteners as this may cause damage.

ASSEMBLY:

1. IF you are replacing the shoe and its components (279, 379 or 579) then determine your coupling model number and follow instructions for either A, B or C below: Otherwise, continue on to #2.
 - a. **FOR MODELS 370 & 770 (using 279 Shoe):** Place the 266 Spring over the nipple on the 279 Shoe. Insert as assembled through the opening at the top of the coupling and into the cavity at the bottom. The 266 Spring should seat into the concave cavity, which resides below the pintle base. The 266 Spring must be slightly compressed to align the 279 Shoe hole with the bottom body hole. From the right side of the body, insert the 274 Bolt (right to left) into the bottom coupling body hole and secure on the left side with 274A Locknut. Rotate the 279 Shoe to verify proper spring tension (see Image #3).
 - b. **FOR MODEL 370B ONLY (using 379 Shoe):** Position the 379 Shoe so the concave portion of the shoe is facing toward you and the bolt hole is on the bottom. Hold the 376 Spring so that the hooked leg is on the top side, hooking to the left, and the straight leg is pointing upward and away from you. Slide the spring over the shoe bolt hole on the right side, while keeping the hooked leg on the front side. Then push the hooked leg backward until it wraps around the necked portion of the shoe, under the concave face (see Image #6).

From the right side, partially insert the 274 Bolt into the bottom coupling body hole. Insert the shoe into the front opening of the coupling. Align the shoe hole with the 274 Bolt and slide the bolt through to the left. Secure the bolt on the left side with the 274A Locknut. From the front of the coupling, use a flat head screw driver to push the straight leg of the spring backward, around to the far backside of the internal body stop, until it is in the rear-most position (see Image #5). Rotate the 379 Shoe to verify proper spring tension.
 - c. **FOR MODEL 570 ONLY (using 579 Shoe):** Position the 579 Shoe so the concave portion of the shoe is facing toward you and the bolt hole is on the bottom. Hold the 376 Spring so that the hooked leg is on the top side, hooking to the left, and the straight leg is pointing upward and away from you. Slide the spring over the shoe bolt hole on the right side, while keeping the hooked leg on the front side. Then push the hooked leg backward until it wraps around the necked portion of the shoe, under the concave face (see Image #6).

From the right side, partially insert the 274 Bolt into the bottom coupling body hole. While holding the straight leg of the spring behind the shoe face, insert the shoe into the front opening of the coupling. Align the shoe hole with the 274 Bolt and slide the bolt through to the left. Secure the bolt on the left side with the 274A Locknut. From the front of the coupling, use a flat head screw driver to push the straight leg of the spring backward, around to the far backside of the internal body stop, until it is in the rear-most position (see Image #5). Rotate the 579 Shoe to verify proper spring tension.



2. Take the 582A Spring and hold it so that the straight leg is pointing away from you and the hooked leg is on top hooking to the left.
3. Insert the 582A Spring into the top interior body, aligning the spring hole with the right side 374 Bolt body hole and resting the straight leg along the interior body ledge.
4. Holding the spring in position, partially insert the 374 Bolt, from the right side, into the body hole until the spring rests on the bolt (see Image #7).
5. Holding the handle portion of the 372B Locking Pawl, insert the locking pawl into the top of the coupling. While securing the hooked leg of the spring along the bottom of the locking pawl catch ledge, align the hole and slide the 374 Bolt into the locking pawl hole, until the bolt is flush inside the locking pawl.
6. IF you have a coupling body model without a built-in spacer, then follow the instructions below: Otherwise continue on to #7.
 - a. Rotate the 372B Locking Pawl backwards (while making sure that the straight leg of the spring remains on the interior body ledge) until the 472 Latch can be inserted.
 - b. Insert the 472 Latch next to the locking pawl, align the holes and slide the bolt through until the bolt head is flush against the body. Secure the bolt on left side with the 274A Locknut. Skip to #9.
7. Rotate the 372B Locking Pawl backwards (while making sure that the straight leg of the spring remains on the interior body ledge) until the locking pawl catch ledge clears the built-in spacer on the inside body hole. Then slide the 372B Locking Pawl to the right so that the locking pawl catch ledge rests below the built-in spacer (see Image #8).
8. With the 374 Bolt flush inside the 372B Locking Pawl hole, insert the 472 Latch next to the locking pawl, align the holes and slide the bolt through until the bolt head is flush against the body. Secure the bolt on left side with the 274A Locknut.
9. If the 582A Spring is installed correctly, smooth increasing spring resistance should be felt when rotating the locking pawl backwards to the open position. If no resistance or binding is felt, the spring and/or parts are not installed correctly. Reassemble correctly.
10. IF you have a coupling body model without a built-in spacer, then follow the instructions below: Otherwise continue on to #11.
 - a. Rotate 372B backwards until you clear the interior body hole.
 - b. Align the 373B Spacer with the right side's interior body hole for the 375 Bolt. Insert the new 375 Bolt from the right side until the spacer can rest on it. Release 372B and it will be held in position behind the 373B Spacer (similar to Image #8). Skip to #12.
11. Insert the new 375 Bolt from the right side until it is flush with the built-in spacer.
12. Take the 373A Spring and hold it so that the straight leg is pointing downward on the left side, and the hooked leg is on top hooking to the right.
13. Holding the spring in this position, partially slide the 'used' 375 Bolt, from the left side, into the top body hole and rest the spring on the bolt (see Image #9).
14. Rotate and hold the 372B Locking Pawl backward and insert the 373 Pawl into the top of the coupling. Keeping the hooked leg of the spring on the bottom catch ledge of the pawl, align the pawl with the 'used' 375 Bolt and partially slide it through the pawl.
15. From the right side, slide the new 375 Bolt through the 373 Pawl, causing it to displace the 'used' bolt out of the left side.
16. Confirm that the bolt head is flush against the right side of the body and secure the bolt on left side with the 375A Locknut.
17. To check for correct installation, rotate the 372B Locking Pawl backward, then rotate the 373 Pawl backward. They should each have a smooth increasing spring resistance when rotating them backwards to the open position. If no resistance or binding is felt, the spring and/or parts are not installed correctly. Reassemble correctly.
18. Once the coupling is assembled it should be opened and closed several times, testing for smooth and correct operation. DO NOT use the coupling if it does not operate properly. Call for assistance.

ASSEMBLY IS COMPLETE

NOTE:

- Use only new Grade-8 fasteners torqued to SAE specifications when mounting the assembled coupling to its mounting structure.

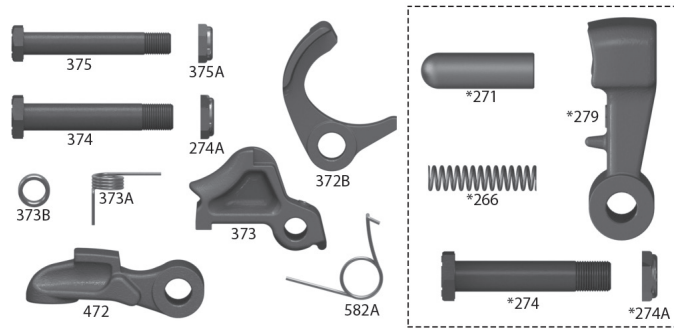
WARNING:

- Do NOT bind-up (jackknife) any application, as stresses can cause damage to the hitch, 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.



IMAGE REFERENCE SECTION

Image 1



370PK Parts Kit Includes:

Model #	Part #	Description
274A	10000309	Locknut
372B	10000336	Locking Pawl
373	10000339	Pawl
373A	10000340	Spring
**373B	10000341	Spacer

Model #	Part #	Description
374	10000345	Bolt
375	10000346	Bolt
375A	10000347	Locknut
472	10000360	Latch
582A	10000372	Spring

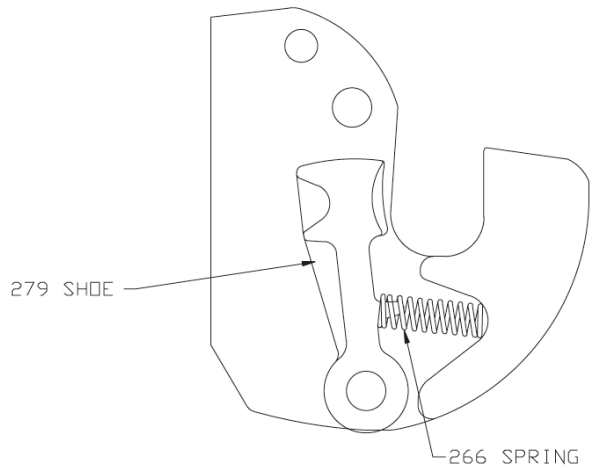
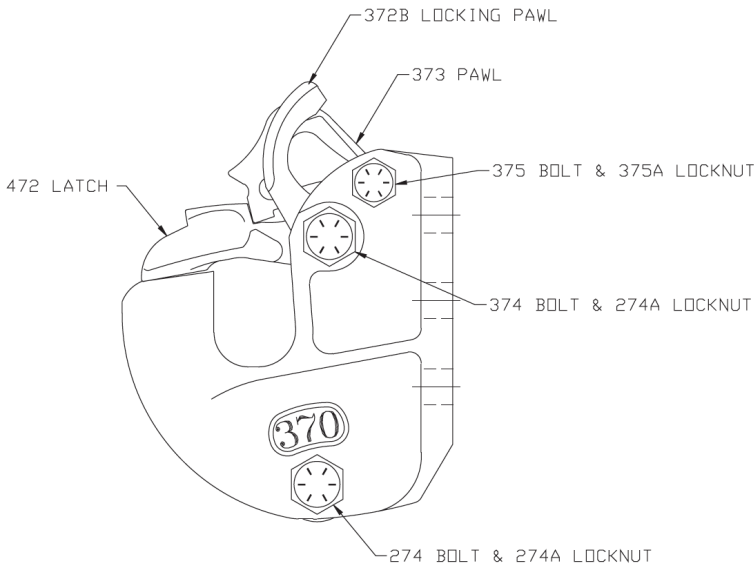
Model #	Part #	Description
*266	10000290	Spring
*271	10000107	Thimble
*274	10000308	Bolt
*274A	10000309	Locknut
*279	10000312	Shoe

*Not included in parts kit, available individually

** 373B Spacer is only for use in older model coupling bodies. Newer models have a built-in spacer.

Image 2

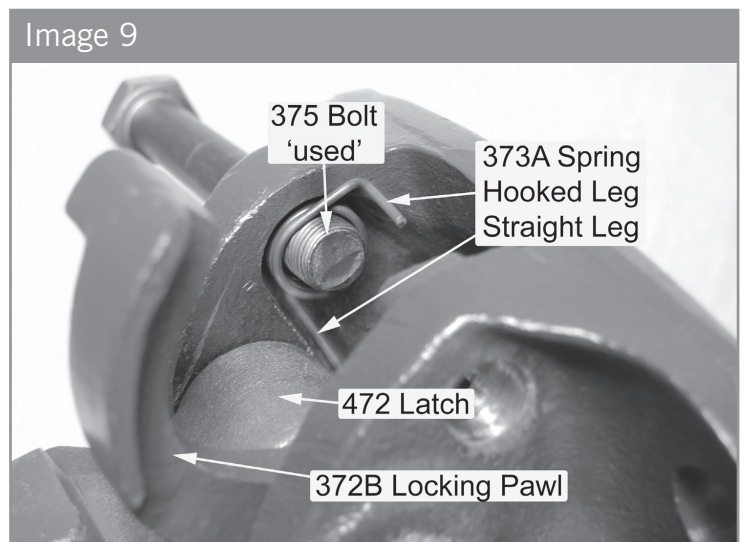
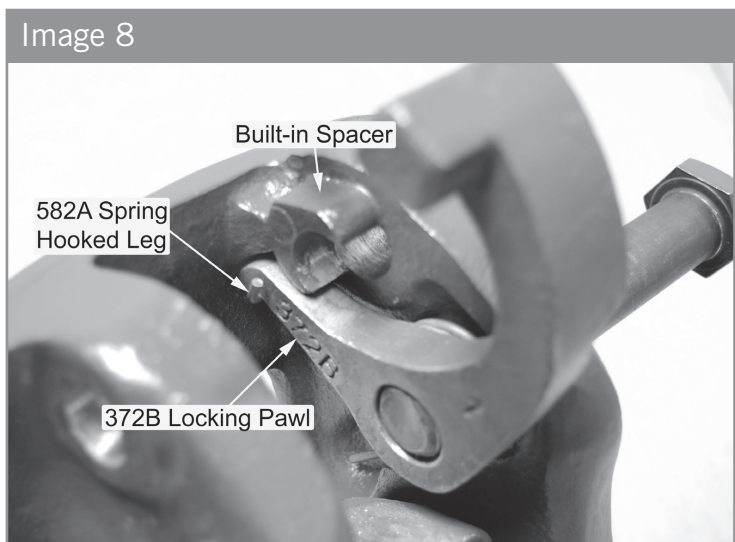
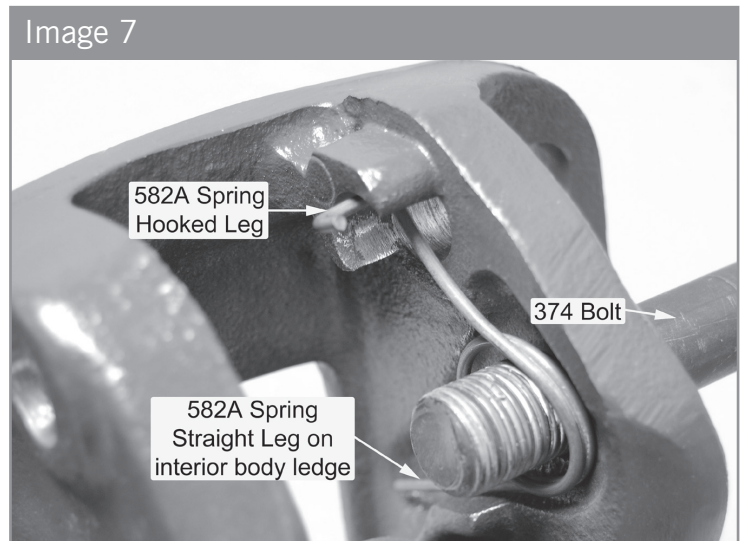
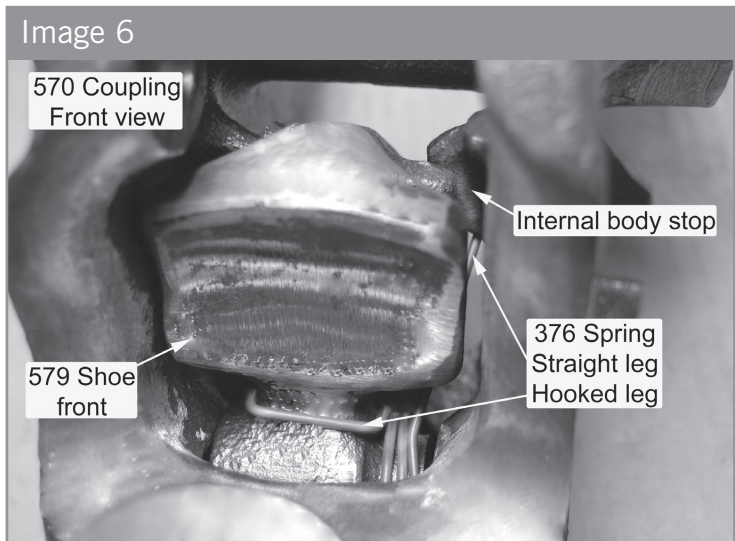
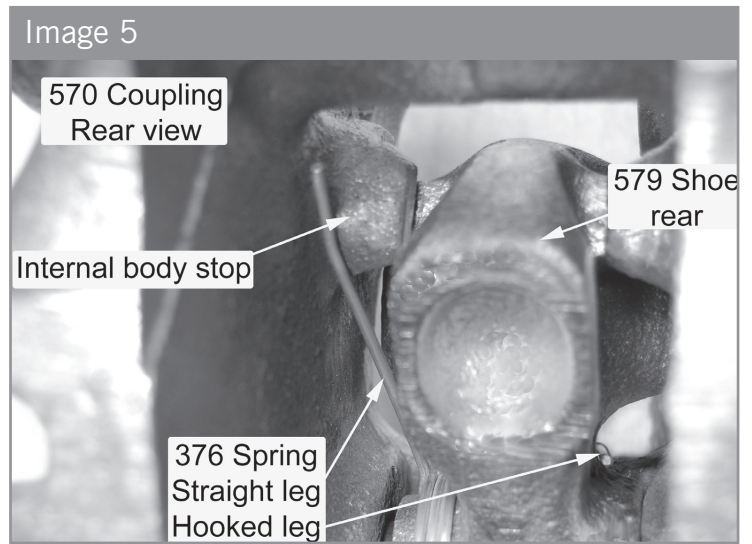
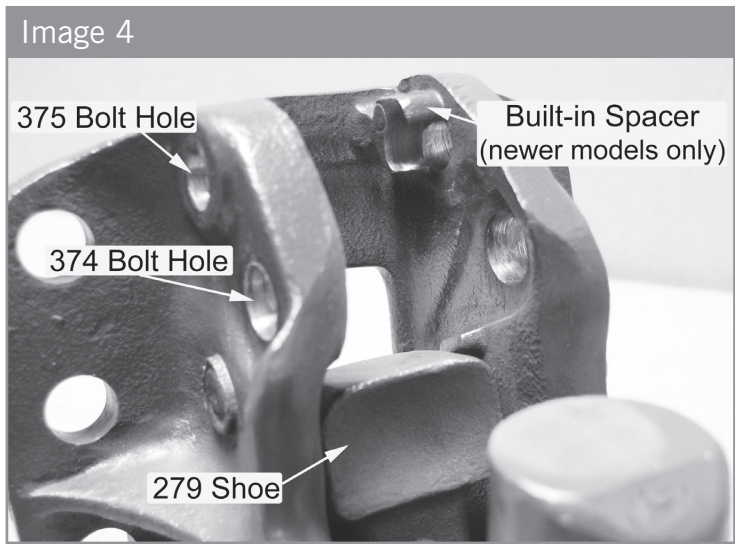
Image 3



IMPORTANT GUIDELINES that apply to all Premier Air Adjusted Couplings

- Do not weld on any coupling assembly
- Always use Grade-8 fasteners properly torqued
- Do not apply lubricants to the coupling hook
- Air service chamber must be Type-24 or Type-30 with 90-120 PSI air supply
- Clean & inspect coupling for damage & excessive wear prior to each and every use
- Lubricate all coupling components at a minimum of 90 day intervals
- Do not bind-up (Jackknife) any application as stresses can cause damage to products or components, resulting in failure and detachment of the trailer while in use

IMAGE REFERENCE SECTION



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.

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.
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.**



WARNING!

This envelope contains important instructions
**AND MUST REMAIN ATTACHED TO THIS
COUPLING.** It may be removed only by the End
User or by an Original Equipment Manufacturer
who preserves this envelope and instructions and
provides it to the end user.



PREMIER MANUFACTURING
THE FIRST NAME IN QUALITY COUPLINGS
800-255-5387 (503)234-9202
www.premier-mfg.com

Model 370PK Service Guidelines

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 3UHPLHU-V 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: Although great care has been taken to ensure accurate information throughout this document, Premier Manufacturing must reserve the right to alter any information contained within. These changes include but are not limited to: Dimensional changes, load capacity and availability of any part or assembly.

© 2009 Premier Manufacturing

All rights reserved. Any reproduction of the photographic images or any other portion of this document, including but not limited to the photocopying, or retention and/or storage in a retrieval system of any kind, is strictly prohibited without prior express written permission from Premier Manufacturing.

