PREMIER
THE FIRST NAME IN QUALITY COUPLINGS

175K Low Profile Lever Kit Installation Guidelines

Convert to 100L Coupling

BEFORE GETTING STARTED:

- ► Given an adequate amount of clearance around the top and sides of a mounted 100 coupling, it may be possible to perform this conversion in place. However, the following instructions are directed for a 100 coupling sitting vertical and upright on a flat work surface with the front facing toward you and the mounting base facing away.
- ► Safety glasses are required for all of the following procedures.

DISASSEMBLY

1) Prior to and during disassembly, familiarize yourself with the location of the various parts in the 100 Coupling. This will assist in the assembly process. (See Image Reference Section for part numbers.)
2) Making sure the coupling is in the "Closed" position as shown in Image #1, loosen and remove the 274A locknut.
3) Remove the 102 bolt. If the bolt is stuck, use a brass pin or other soft material to tap it out. **Do not strike any components with steel pins or hammers**.
4) Rotate the 133 latch lock to the fully opened position and hold. Being mindful that the 132A spring is loaded and may spring out if not held on to, grasp the bottom of the 132 latch and 132A spring and remove them from the body. Release the 133 latch lock.
5) Remove the 132B bushing from the 132 latch hole, then loosen and remove the 101A locknut.
6) Remove the 101 bolt. If the bolt is stuck, use a pin made of soft material to tap it out.
7) Again, being mindful that the 133A spring is loaded and may spring out if not held on to, remove the 133 latch lock and 133A spring.
8) Remove the 134B bushing from within the 133 latch lock.

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.
- ► After disassembling, clean and inspect parts and body thoroughly for wear and/or damage. If wear exists or damage is noted, replace affected part(s). NEVER ATTEMPT WELD REPAIR OF ANY DAMAGED OR WORN COMPONENT. (Field or shop weld repairs are inadequate, and may further weaken the coupling.)
- ► Make certain that all areas are clean and grit free. All body holes, part holes and pins need to be lubricated with a heavy grease before the parts are reassembled. (DO NOT LUBRICATE PINTLE HOOK WEAR SURFACE.)
- ► Do not use solvents on the 132B or 134B bushings, as it could damage them.
- ► 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) **IMPORTANT NOTE**: DO NOT USE AIR-POWERED TOOLS DURING ASSEMBLY. Over tightening can cause damage to products and thereby inhibit proper functioning of parts.
2) Using Image #2 below, familiarize yourself with all the parts necessary for assembling the Low Profile 100 Coupling.

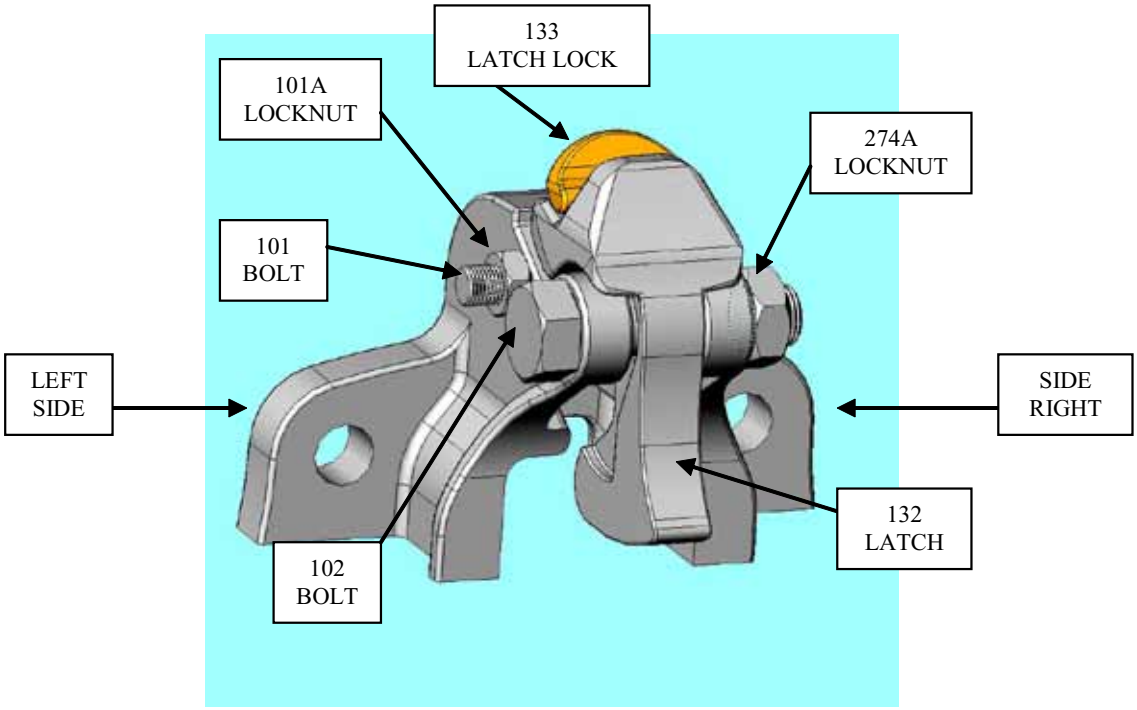
3) Note that two original parts will now be discarded and replaced with the new parts. These discarded parts are: 101 Bolt and the 101A Locknut.
4) The holes of the 132 latch, 133 latch lock, 175 lever, 175B bushing, 132B bushing, and 134B bushing all need to be lightly greased prior to installation.
5) Place the 100 coupling body on a flat work surface with the front facing you and insert the 351C bolt (1/2-20UNF x 4" HHCS) through the right ½ inch hole of the 100 body.
6) Place the 133A spring in position by sliding it on the 351C bolt. Push the spring all the way to the inner-right side of the 100 body. Make sure that the straight leg of the spring is resting on the spring ledge, as shown in Image #3.
7) Insert the 134B bushing into the hole of the 133 latch lock from the left side until the flange is flush with the surface as shown in Image #4a.
8) Align the hole in the 133 latch lock with the 351C bolt. Make sure that the forward spring leg is flush with the backside of the 133 latch lock as shown in Image #4b. Also, make certain that the straight leg of the 133A spring remains on the spring ledge.
9) Gently slide the 351C bolt all the way through the parts until the bolt head is flush with the right body sidewall.
10) Slide the 175B bushing on to the end of the 351C bolt with the smaller outside diameter farthest from the body (See Image #2).
11) Slide the 175 lever on to the end of the 351C bolt and smaller diameter end of the 175B bushing. The hooked portion, at the top of the 175 lever, needs to line up with the top radius surface of the 133 latch lock (See Image #5).
12) Screw on and tighten the 101A locknut to the end of the 351C bolt. The nut, once tightened snuggly, should be flush with the smaller diameter of the 175B bushing, allowing the 175 lever to freely rotate the 133 latch lock.
13) Insert the 102 bolt (3/4-16UNF x 3" HHCS) through the large boss from the left hand side of the 100 body (See Image #6).
14) Slide the 132A spring over the end of the 102 bolt while adjusting the length of bolt insertion to allow the spring to be held in position. The end of the bolt and spring need to be flush with the inside edge of the left boss. Make sure that the slightly bent leg of the 132A spring is resting on the bottom side of the small inner boss as shown in Image #6.
15) Insert the 132B bushing into the hole of the 132 latch from the right side until the flange is flush with the surface.
16) Rotate the 133 latch lock backward, to the fully open position and hold. Slide the 132 latch into place by lining up its hole with the 102 bolt. Make sure that the 132A spring wraps around the back of the 132 latch and rests flush against it as shown in Image #7.
17) Push the 102 bolt the rest of the way through the part. Due to the snug fit caused by the 132B bushing, it is possible that while pushing the bolt into place, you may have to rotate the bolt and wiggle the 132 to get everything to line up properly. Do not hammer or tap the bolt through. This action could possibly damage the bushing.
18) Screw on and tighten the 274A locknut until it fits snuggly against the outer surface of the 100 body. Do Not over tighten the nut, as this could cause the 132 latch to bind and thus not rotate freely.
19) Test the coupling for proper operation, by opening and closing it several times. If the coupling operates smoothly and correctly, it is ready to be mounted onto the vehicle and put into service.
20) If the coupling does not operate smoothly, DO NOT use the coupling until the problem has been identified and rectified.

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.

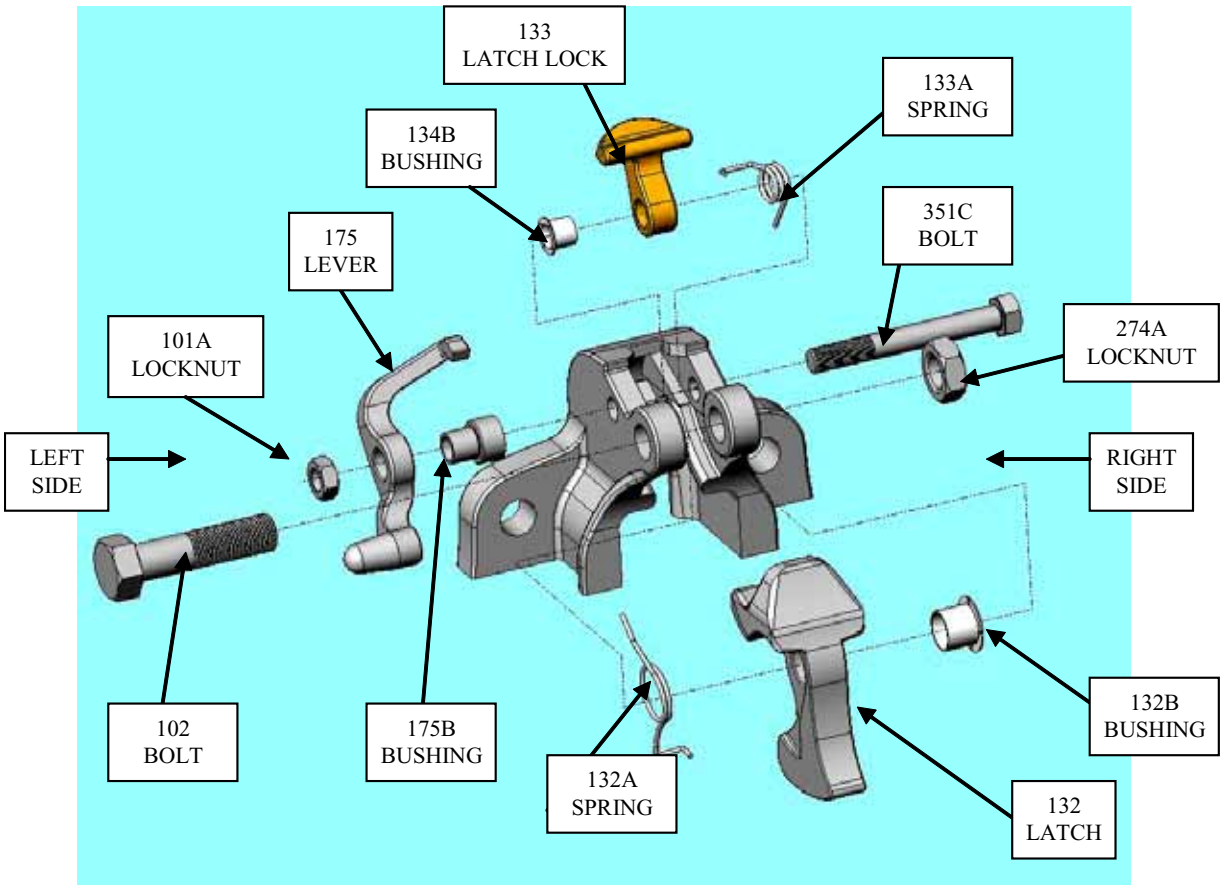
IMAGE REFERENCE SECTION

IMAGE #1



Front View of top half of 100 Coupling.

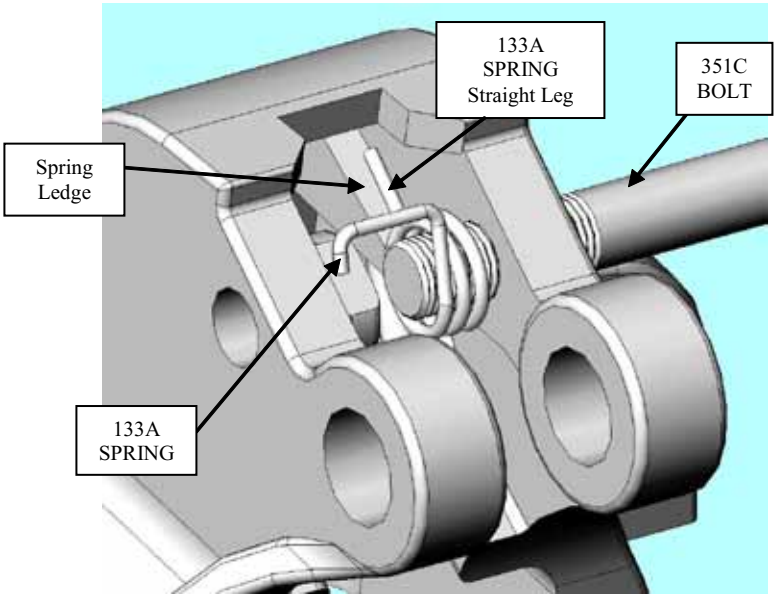
IMAGE #2



Exploded schematic showing all parts required for Low Profile conversion.

IMAGE REFERENCE SECTION

IMAGE #3



133A Spring placement.

IMAGE #4a

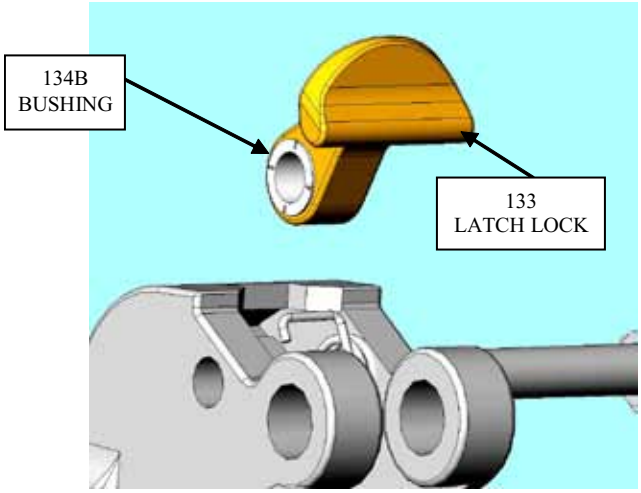
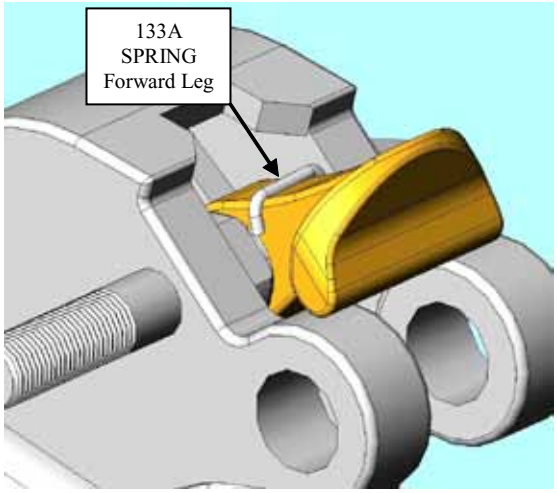
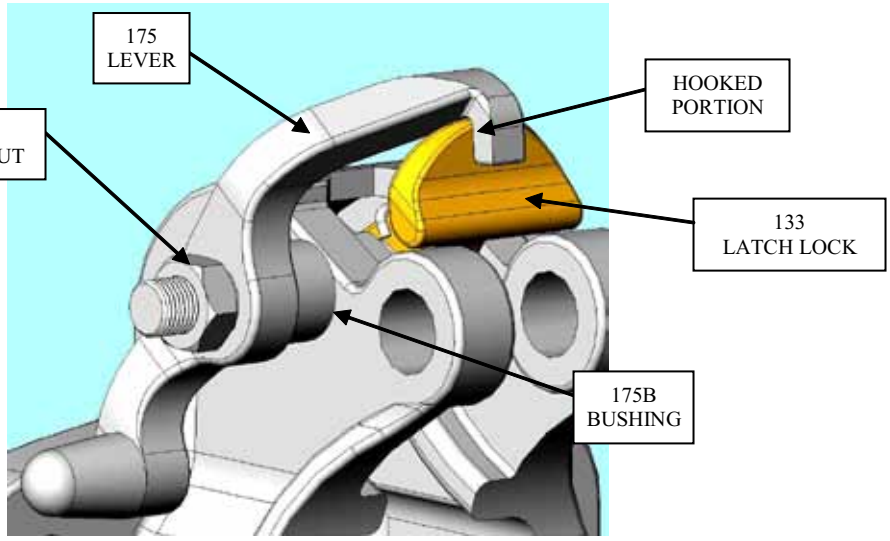


IMAGE #4b



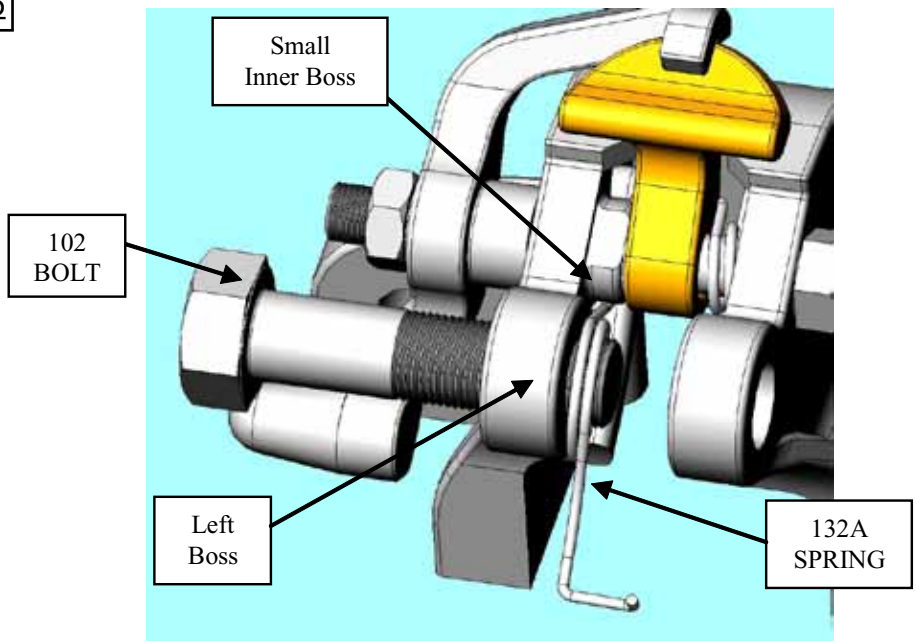
Part 133 correctly installed.

IMAGE #5



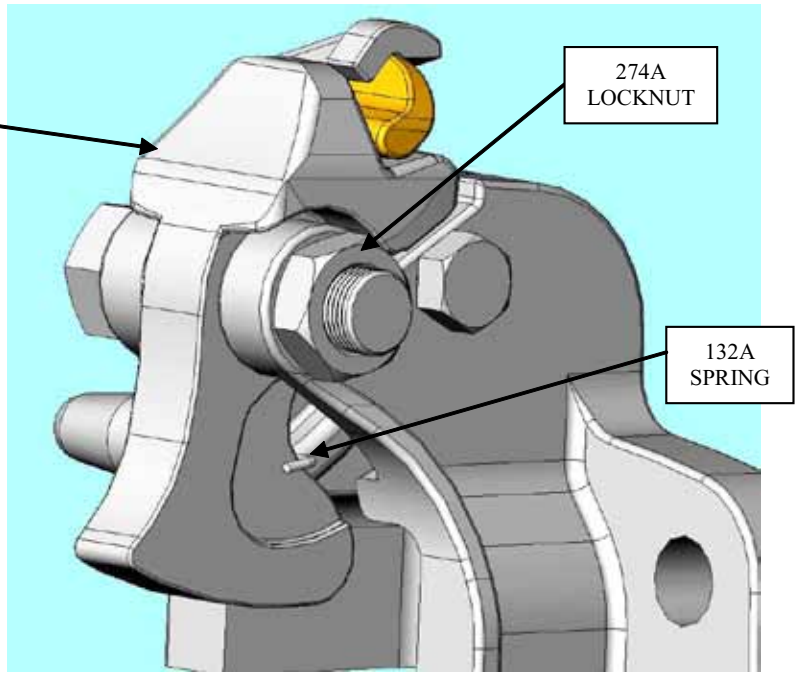
175 properly installed.

IMAGE #6



132A Spring placement.

IMAGE #7



Properly installed 132 &132A.

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!

Important

Installation Instructions: Do NOT attempt install without first reading all attached instructions. Installation must be performed by a qualified mechanic only.

PREMIER MANUFACTURING COMPANY
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175K Installation Guidelines
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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.***

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