

TRUCK, UTILITY, LIGHTWEIGHT, MC2 - ALL TYPES  
INSPECTION OF TOWING PINTLE ASSEMBLY

MISCELLANEOUS INSTRUCTION

Introduction

1. This instruction details the inspection procedure and standards to be applied when inspecting Towing Pintle Assemblies as fitted to Truck Utility Lt Wt MC2 - Landrover and other light vehicles. This instruction has been completely revised.

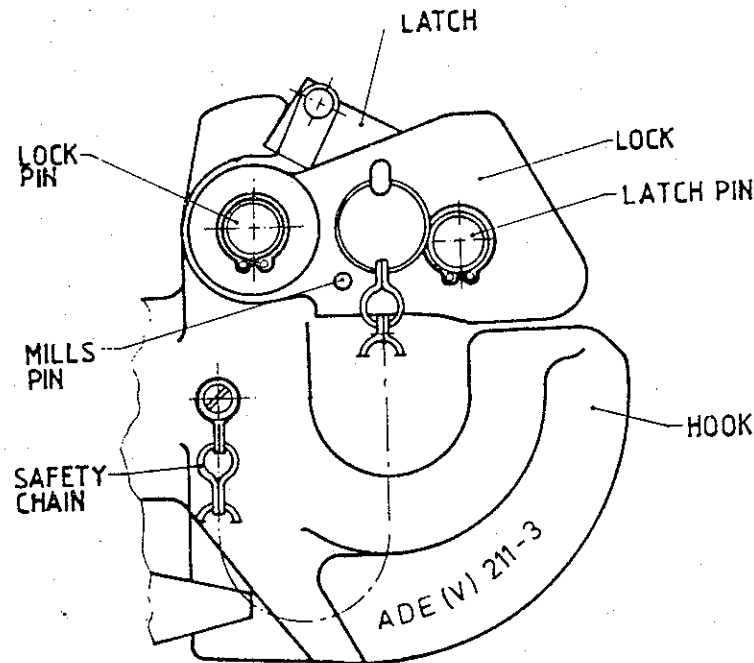


FIG 1 - TOWING PINTLE ASSEMBLY - PARTS IDENTIFICATION

Inspection Detail

2. The following inspection tasks are to be conducted at each 10,000 km or 6 monthly vehicle service: (identification of the Towing Pintle Hook parts is shown at Fig 1).

- a. Inspect the faces of the lock and the hook to ensure that the faces are parallel. With the latch fully engaged the clearance between the two faces should be no greater than 3.5 mm (Refer to Fig 2).
- b. Inspect for wear on the interior faces of the lock aperture.
- c. Inspect the latch spring and mills pin for wear, distortion or breakage.
- d. Inspect the lock and latch pins for wear and that the securing circlips are serviceable and correctly seated in the grooves.
- e. Ensure that the modification to the latch, as detailed in VEH G 307-1 has been carried out.
- f. Inspect the assembly for cracks. (If cracks are detected the Pintle Assembly is to be classified as 'UNREPAIRABLE', and disposed of in accordance with current instructions.)
- g. Inspect the safety pin and chain for serviceability and wear.

- h. Inspect the hook assembly for end float in the body ring and base assembly. This must measure 0.5 mm maximum and 0.24 mm minimum. (Refer to Fig 2).
- i. The pintle hook should be clean with the lock drain hole clear and the moving parts operating freely. Lubrication fittings must be in place and serviceable.

CAUTION:

- 1. Defective pintle hooks are not to remain fitted to vehicles.

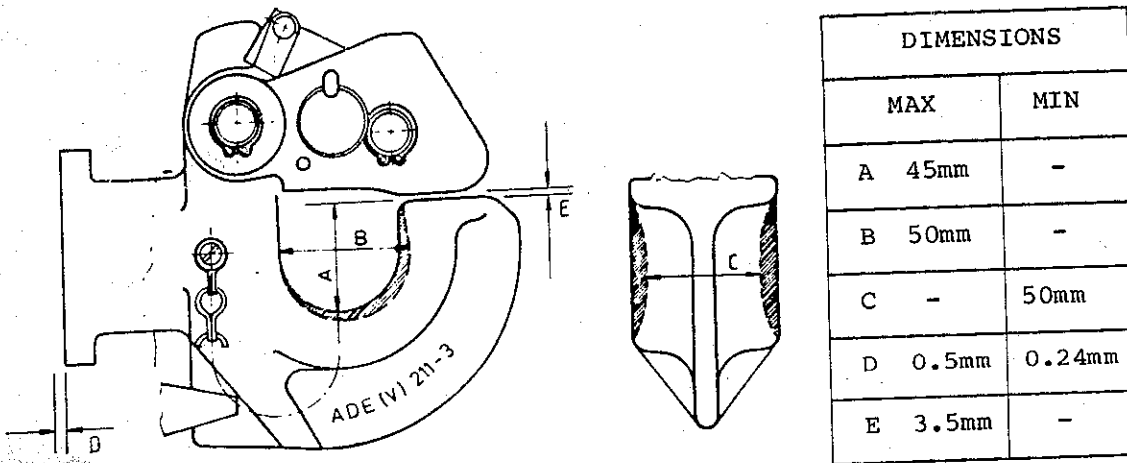


FIG 2 - TOWING PINTLE ASSEMBLY - WEAR LIMITS

Repair Detail

- 3. Repairs of a minor nature such as the replacement of the safety chain, pin or other minor parts can be carried out.
- 4. A spacer may be fitted to the base assembly to achieve the end float tolerances detailed in paragraph 2h.
- 5. When wear in the towing pintle assembly exceeds the limits detailed in Fig 2, then the hook is to be replaced and forwarded to the Repair Agency:

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