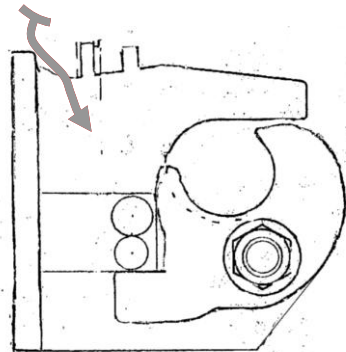
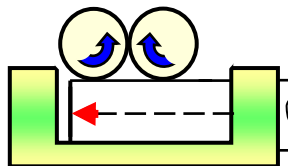
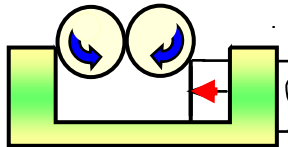
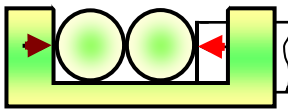


This is the *Tow N' Stow* Pressure release, pintle hitch. Patent # = 5,713,691

Pressure release for pintles is the same as for tow bars I make. Here's how it works on tow bars in the three middle drawings:

1. The operator backs up before unhooking, compressing the rollers.



2. The operator turns one roller which turns the other. Both rollers turn on the notch walls, exiting the forces that compress them, with very little friction, or wear.

3. The rollers are out, the towbar pin comes out easy.

If you are unhooking and the front vehicle is pulling on the tow bar, it will be a struggle to get the pin out. Backing up first puts the forces on the rollers. Easy to turn one out!

But, if you're going down hill or the back unit rolls in a dip, backing up don't help!

See the pintle hitch below left and imagine the rollers rolling away, releasing the pintle hook.

With a pintle you don't have to back up!

1. You get out, and if the pintle ring is pulling on the hitch you turn the rollers. If it's pushing forward

on the pintle frame, there's no force on the rollers; you pull the rollers back and lock them and drive away. There is never a struggle!

*The only way to insure trouble-free hitching is with a Tow N' Stow roller release / pressure release pintle hitch.*

*No other company has as good a pressure release latch as my standard tow bar 'pry-the-pin-out' latch, at 12:1 leverage.*

The pintle roller latch likely has over 100 times the releasing ability of my 'pry-the-pin-out' latch and far less wear.