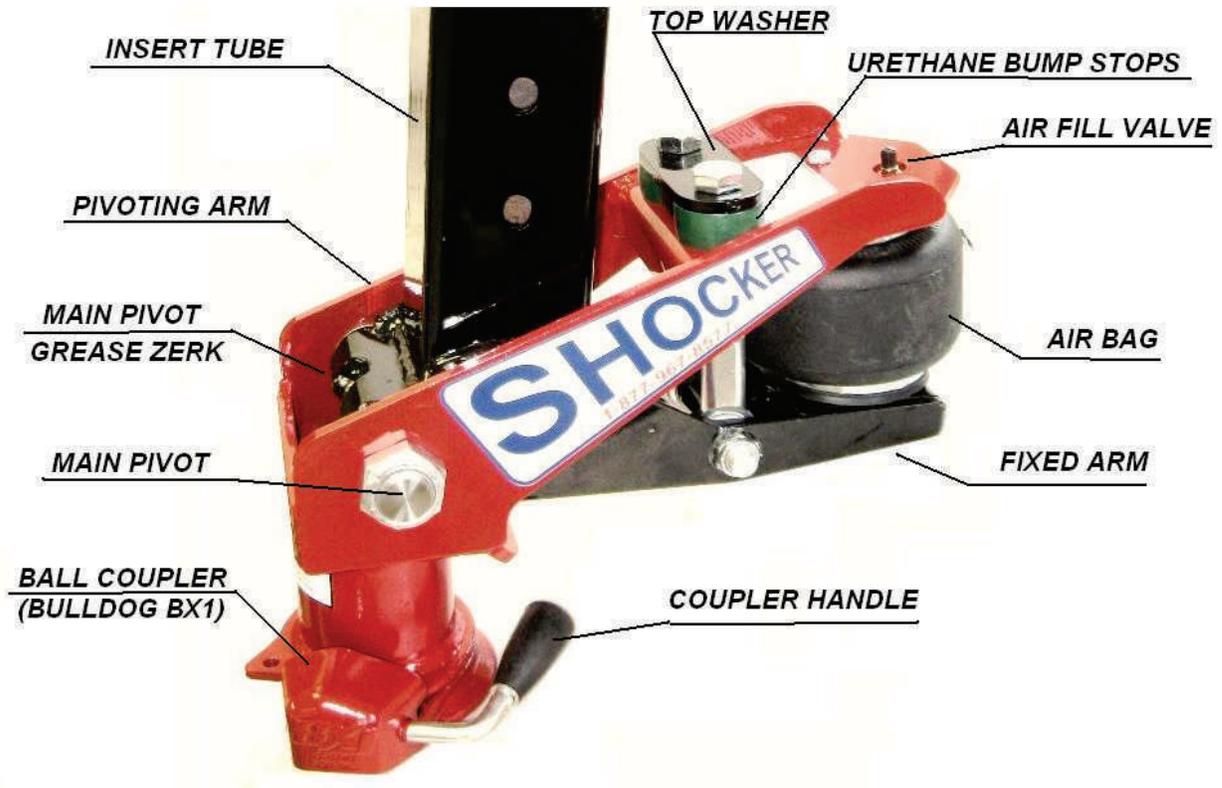


SHOCKER SETUP INSTRUCTIONS

GOOSENECK SURGE TRAILER MOUNT



Maximum weights: Tow = 24,000 lbs Tongue = 6,000 lbs

Safety Notice: *The Shocker Hitch is a heavy duty unit, however it is imperative that any weight capacity ratings are not exceeded on the ball that is mounted on your tow vehicle, or the Shockerhitch. Use only a 2 5/16" dia. Ball. V-19 rated: 24,000# G.V.W 6,000# Tongue Load. Do not exceed G.V.W.R. of ball being used.*

Installation:

1. Take a vertical measurement from bottom of ball coupler tube to bottom of trailer frame sleeve. This dimension will be used to set the Shockerhitch
2. Remove pins or loosen locking bolts on trailer frame sleeve, and remove existing coupler tube.
3. Slide Gooseneck Shockerhitch insert tube into trailer frame sleeve with air bag toward rear of trailer.
4. Hold or support Shocker at vertical measurement noted in Step #1. This should duplicate the previous ride height of the trailer. Shockerhitch must be properly aligned, (parallel with trailer), to maximize its benefits.

Note: *If your trailer coupler tube is equipped with a pin or pins, the correct pin location must be marked in the Shockerhitch insert tube and have a qualified machine shop drill / machine the pin holes.*

5. Torque locking bolts to your trailer manufacturers' recommended specifications. A spacer kit is available for some applications.

6. Lubricate: Grease coupler ball socket, and grease the hitch ball to **REDUCE WEAR AND IMPROVE SHOCKER ACTION**. Main pivot grease zerk should be greased periodically for maximum bushing life.
(Simply, you cannot over grease it!)

7. Bulldog BX1 Coupler Instructions:

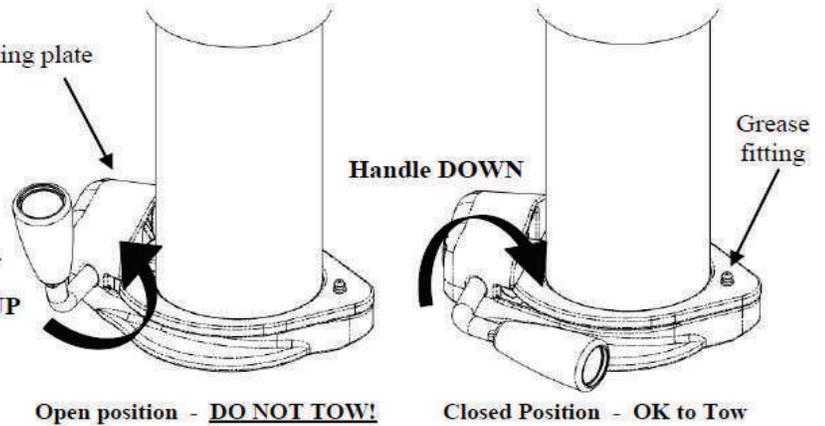
To Couple:

1. Block trailer wheels.
2. Align hitch ball beneath coupler.
3. Set coupler into the open position by lifting up on the handle and slide the locking plate into the detent.
4. Lower the trailer onto the hitch ball.
5. Visually check that the hitch ball is fully seated in the coupler.
6. Slide the locking plate over and place handle down into the closed position.
7. Insert (optional) theft deterrent lock through hole in fixed plate.

To Uncouple:

1. Block trailer wheels.
2. Remove lock (if equipped) and set the handle into the open position.
3. Slide the locking plate into the open position and raise the trailer from the hitch ball.

Handle UP



Keep ball pocket and mechanism clean. The following procedures should be performed at least annually:

- Check hardware torque
- Grease all fittings & ball pocket
- Inspect retaining pin; replace if necessary

To Set Air:

This is a **LOW PRESSURE** hitch, that works by tow resistance. Note all trailers have a different tow resistance.

Initially set air pressure at approx. 1 ps1 per 1,000 lbs of trailer gross weight, then test drive. (Example: 10,000 lb trailer – set air at 10psi)

Increase pressure in 5 psi increments until optimum results are found. Typical air pressure range is about 20 psi.

Note: When towing heavy trailers or trailers with high wind resistance it may be necessary to increase air pressure in the Shocker.

Maximum Pressure: *Do not exceed 100 psi in the air bag, as it may damage the air bag.*

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