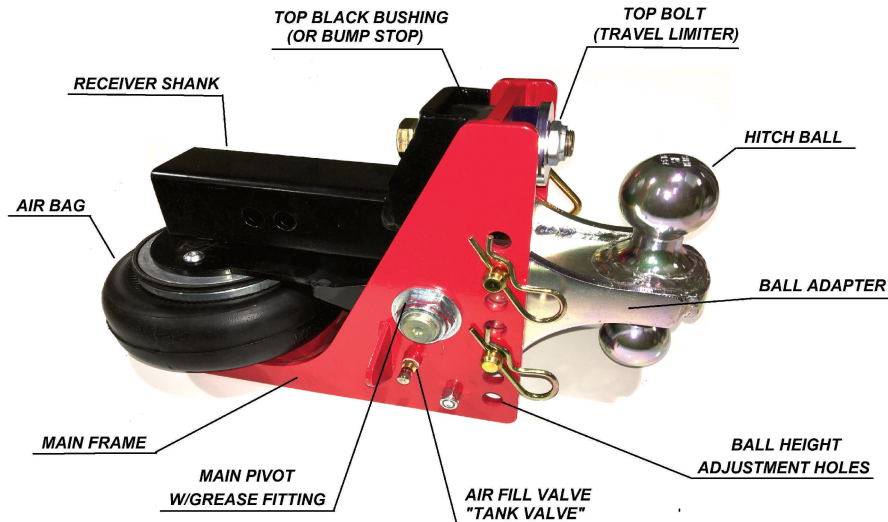


SHOCKERHITCH®

HEAVY DUTY RECEIVER MOUNT SETUP INSTRUCTIONS

Thank you for choosing a Shocker Hitch



When used properly these products will make noticeable improvements in your trailer towing quality. Giving both truck and trailer a smoother ride with less trailer fatigue and breakage.

Safety Notice:

The Shocker Hitch is a heavy duty unit that in most cases exceeds factory receiver hitch weight capacities, therefore it is imperative that you always read and follow the tongue and towing weight recommendations of the receiver hitch that is mounted on your tow vehicle.

Installation:

First you must compress the air bag. Do this by depressing air valve and pushing down on air bag. Once the bag has been compressed, you can install the unit into the receiver tube. Next install hitch pin. Check air bag for clearance from frame members, spare tire, and safety chain contact. It may be necessary to sleeve safety chains with leather, or plastic hose etc.

To Set Air:

Hook up trailer using properly selected ball adapter and height adjustment in order to have a level trailer when loaded. Next, inflate the air bag. As air pressure increases, the unit will rotate lifting the hitch point. Install enough air to lightly compress top BLACK bushing (apply approximately 1/8" of squeeze into the bushing). Air pressure can be adjusted either higher or lower to achieve optimum results. Always *inflate* air bag to set the Shockerhitch, never *deflate* air bag to set Shockerhitch, unsatisfactory results may occur.

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

Usage:

Under normal circumstances tongue weight should be at least 10 percent of total towing weight. NOTE: IT IS HIGHLY RECOMMENDED THAT THE HITCH BALL BE GREASED TO REDUCE WEAR AND IMPROVE SHOCKER ACTION. **DO NOT TIGHTEN THE TOP BOLT, IT IS A LIMITER STOP ONLY.**

Maximum Pressure:

Do not exceed 100 psi in the air bag, as it may damage the air bag.

Maintenance:

Your maintenance routine should include greasing the zerk found on the main pivot shaft.

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