



OFFSET GOOSENECK SURGE SETUP INSTRUCTIONS

Thank you for choosing a Shocker Hitch



Maximum weights:
Tow = 30,000 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: 30,000# 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, transfer this measurement to your new Shockerhitch GN Surge hitch.
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 red section/airbag toward front 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: There are a variety of subtle differences between manufacturers of gooseneck trailers, Shockerhitch offers several different stem configurations to fit most of the manufacturers out there. If your trailer coupler tube is equipped with a pin or pins and you have chosen the Shockerhitch GN Surge hitch with a "blank" stem or no holes - the correct pin location must be marked in the Shockerhitch stem (black tube) and have a qualified machine shop drill / machine the pin holes accordingly.

5. Torque locking bolts to your trailer manufacturers' recommended specifications. A spacer kit is available for some applications.
6. Lubricate: Oil the coupler shifting fork shafts, grease the coupling 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!)

Hook up trailer:

Simply shift the lever back and lower the coupler onto the ball. Simply pull shift lever forward and align the locking hole - insert pin.

Setting the Air Pressure:

This is a LOW PRESSURE hitch, that works by tow resistance. Note all trailers have a different tow resistance. Initially set air at 15psi, THEN increase pressure in 5 psi increments & test drive until optimum results are found.

Remember, pressure gauges may vary, use the same gauge when testing and keep adding until the ride improves, eventually the hitch will get too stiff and ride will worsen, reduce pressure to where the ride was best.

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.