

## INSTALLATION

- Take a vertical measurement from bottom of the ball coupler tube to the bottom of the trailer frame sleeve, transfer.\* this measurement to your new Shocker Gooseneck Surge hitch.
- Remove pins or loosen the locking bolts on the trailer frame sleeve and remove the existing coupler tube.



- Slide the Shocker Gooseneck Surge hitch insert tube into the trailer frame sleeve with the airbag toward the rear of the trailer.
- Hold/support the Shocker Gooseneck Surge hitch at the vertical measurement note in first step.\* This should duplicate the previous ride height of the trailer.
- Double check the alignment to assure that it is parallel with the trailer to maximize benefits.
- Torque locking bolts to your trailer manufacturer's recommended specifications. A spacer kit is available for some applications.



- Before hooking up to your towing vehicle, be sure to lubricate the coupler shifting forks and grease the coupling ball socket.
- Hook up to tow vehicle, shift the lever back and lower the coupler onto your tow vehicle's gooseneck ball. Once the Shocker Gooseneck Surge hitch is lowered completely, pull the shift lever forward, align the locking hole, and insert pin.
- IMPORTANT:** There are a variety of subtle differences between manufacturers of gooseneck trailers, Shocker Hitch offers several different stem configurations to fit most of the manufacturers out there. If your trailer coupler tube is equipped with a pin(s) and you have chosen the Shocker Gooseneck Surge with a "blank" stem or no holes - the correct pin location must be marked on the stem and be drilled out by a qualified machine shop accordingly.

## SETTING AIR

- Initially set air pressure to around 15 PSI.
- Test drive and adjust air pressure in 5 PSI increments until optimum results are found. Decreasing/increasing air pressure may be used. When towing in high winds, it may be necessary to increase the airbag air pressure.
- IMPORTANT:** Never exceed 100 PSI in the airbag, this may lead to damage to the airbag and premature wear.

## USAGE/MAINTENANCE

- It is highly recommended that the hitch ball be greased to reduce wear.
- The Shocker Hitch should be greased regularly at the zerk located on the main pivot bolt.

## MODELS & WEIGHT RATINGS

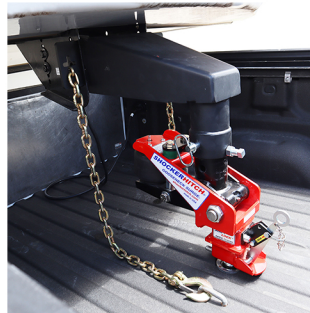
30,000 LBS - 2-5/16" COUPLER  
(AVAILABLE IN ROUND & SQUARE STEMS)



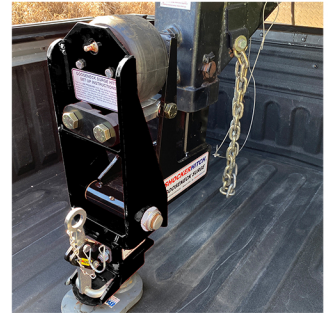
40,000 LBS - 3" COUPLER  
(AVAILABLE FOR SQUARE STEMS **ONLY**)



24,000 LBS - 2-5/16" COUPLER  
(GOOSE TO 5TH WHEEL **ONLY**)



30,000 LBS - 2-5/16" COUPLER - 9" OFFSET  
(AVAILABLE IN ROUND & SQUARE STEMS)



## SAFETY NOTICE

- The Shocker Hitch products heavy duty units, however it is imperative that any weight capacity ratings are not exceeded on the ball that is mounted on your tow vehicle, or the Shocker Hitch. Use only a 2-5/16" ball. DO NOT exceed the G.V.W.R of the ball being used. NEVER exceed the Shocker Hitch weight ratings. Please review weight ratings for the different Shocker Gooseneck Surge hitch models via our website.

## THANK YOU FOR CHOOSING SHOCKER HITCH

Shocker Hitch: Safer Smoother Towing - 1307 12TH AVE NE, STE 4, JAMESTOWN ND, 58401 - (701)-707-2666  
-Email: [service@shockerhitch.com](mailto:service@shockerhitch.com) -Website: [www.shockerhitch.com](http://www.shockerhitch.com) -Installation Videos on [Shocker Hitch](#) YouTube Channel