

## INSTALLATION - STANDARD STEM MODELS (SEE PAGE 2 FOR MULTI-FIT ROUNDS)

### 1. Measuring and Removal

- **Level the Surface:** Park the trailer on a level surface.
- **Record Height:** Measure from the bottom of the current coupler tube to the bottom of the trailer sleeve.
- **Transfer Measurement:** Mark this same distance on your Shocker Hitch to ensure the trailer remains level.
- **Remove Old Stem:** Loosen the set bolt(s), pull the safety pin, and slide out the original inner tube.

### 2. Inserting the Shocker Hitch

- **Insert Hitch:** Slide the Shocker Hitch into the trailer's outer tube.
- **Align and Pin:** Align the holes of the Shocker Hitch with the holes of the outer tube. Slide the 3/4" gooseneck through pin through the the stem and out the other side.

### 3. Orientation and Alignment

- **Air Bag Direction**
  - **Standard Red Frame:** The air bag must face the rear toward the trailer (Figure 1).
  - **9" Offset Black Frame:** The air bag must face the front toward the truck cab (Figure 2).
- **Verify Alignment:** Ensure the hitch sits straight and parallel with the trailer (Figure 4).
- **Correction:** If the hitch is crooked, readjust at the stem or the trailer pin (Figure 3).



Figure 1: Standard red frame models: airbag faces toward trailer



Figure 2: Offset black frame models: Air bag faces toward the truck cab



Figure 3: Hitch is crooked. Readjust at stem &/or trailer pin



Figure 4: Hitch is straight. No adjustments needed.

## INSTALLATION - CRANK HANDLE STEM

- **Disassembly:** Remove the 3/8" bolt and handle assembly. Loosen set bolts and remove the existing coupler stem.
- **Preparation:** Transfer the bearing and 3/8" washer to the Shocker Hitch stem. Generously grease the stem threads.
- **Assembly:** Slide the stem into the trailer until engaged. Tighten set screws. Add a 3/8" washer to the exposed crank stem.
- **Finalize:** Reinstall the crank handle with the 3/8" bolt before vehicle hook-up.
- **Note:** Bulldog brand couplers require an additional supplied 3/8" washer.



Figure 5: Provided 3/8" Washer for top crank goosenecks.

• Torque locking bolts to trailer manufacturer's recommended specifications or 125 ft. lbs. Before hooking up, lubricate coupler u-bolt & ball.

See "HOW TO USE SHIFT LOCK COUPLER" or "HOW TO USE DEMCO COUPLER"

# INSTALLATION - MULTI-FIT (UNIVERSAL) ROUND STEM

## 1. Measuring and Removal

- **Level and Measure:** On a level surface, measure from the coupler tube bottom to the trailer frame sleeve bottom.
- **Transfer Measurement:** Mark this same distance on your Shocker Hitch to ensure the trailer remains level.
- **Remove Old Stem:** Loosen the set bolt(s), pull the safety pin, and slide out the original inner tube.

## 2. Inserting the Multi-Fit Round Stem

- **Insert Stem:** Slide the Shocker Multi-Fit round stem into the outer trailer tube to the desired hole.
- **Secure Pin:** Secure the stem using a 3/4" pin (Figure 6).

## 3. Inserting the Shocker Hitch

- **Attach Hitch:** Slide the red or black frame section onto the Multi-Fit system (Figure 7).
- **Initial Secure:** Secure the hitch to the stem with the 5/8" x 4-1/2" provided multi-fit through pin and cotter pin (Figure 8).

## 4. Orientation, Alignment, and Adjustment

- **Orientation**
  - **Standard Red Frame:** The air bag must face the rear toward the trailer.
  - **9" Offset Black Frame:** The air bag must face the front toward the truck cab.
- **Select Pin Hole:** Use the angle guide to select the correct position (Figures 12-14).
  - **Top Hole:** 4" Round Stems with 10 - 20 Angled Pin Holes.
  - **Middle Hole:** 100mm Round Stems with 20 - 30 Angled Pin Holes
  - **Bottom Hole:** Round Stems with Straight Pin Hole
- **Alignment:** Do NOT tow if the hitch is crooked (Figure 10). It must be straight and parallel (Figure 11).
- **Tighten Set Bolts:** Once straight (or aligned), use an adjustable wrench to tighten:
  1. **The Multi-Fit set bolts** (ensure nut is flush with the bolt head to grip stem (Figure 9).
  2. **The trailer set bolts**



Figure 6: Slide Multi-Fit stem into trailer tube to desired pin hole and secure with 3/4" pin.



Figure 7: Slide red frame section into Multi-Fit system with air bag toward trailer.



Figure 8: Rotate red frame section until straight with trailer frame and secure with provided pin



Figure 9: Tighten both set bolts snug. Tighten jam nuts.



Figure 10: Hitch is crooked. Readjust at universal stem &/or Multi-Fit through pin.



Figure 11: Hitch is straight. No adjustments needed



Figure 12: Top hole: For 4" round stems with 10°-20° angled pin holes.



Figure 13: Middle hole: For 100mm round stems with 20°-30° angled pin holes.



Figure 14: Bottom hole: Round stems with straight pin holes.

- Torque locking bolts to trailer manufacturer's recommended specifications or 125 ft. lbs. Before hooking up, lubricate coupler u-bolt & ball.

See "HOW TO USE SHIFT LOCK COUPLER " or "HOW TO USE DEMCO COUPLER"

•SKU: SH-RND-SL, SH-RND-SL-9, SH-RND-DEM, SH-RND-DEM-9 Shocker 30K Gooseneck Air Hitch with Multi Fit Round Stem & Shift Lock Coupler for 2-5/16" Ball

- (Replaces 4RND-ANG-SL, 4RND-STR-SL, 4RND-BLK-SL, 100RND-ANG-SL, 100RND-STR-SL)

## HOW TO USE SHIFT LOCK COUPLER

- **To Connect:** Move the handle to the unlocked position (Figure 15). Lower the trailer onto the ball (Figure 16). Move the handle to the locked position and insert the quick clip pin.
- **Check Lock:** The U-Bolt must stick out approximately 1" from the coupler rear when locked (Figure 17).
- **Manual Option:** If the handle is damaged, use the manual lock pin on the drivers side of the U-Bolt (Figure 18).



Figure 15: Shift Lock coupler in unlocked position, lower hitch onto gooseneck ball.



Figure 16: Shift Lock coupler lowered onto gooseneck ball.



Figure 17: Shift Lock coupler in correct locked position 1" of the u-bolt stick out.



Figure 18: Optional manual lock pin on back of u-bolt (driver's side).

## HOW TO USE DEMCO COUPLER

- **To Connect:** The EZ-Latch is a self-latching system. Lower the coupler onto the ball until the latch snaps into the locked position (Figure 19-21).
- **To Release:** Pull the EZ-Latch handle up and forward to release the ball (Figure 22).



Figure 19: Demco coupler EZ-Latch lowering hitch onto gooseneck ball.



Figure 20: Demco coupler onto gooseneck ball



Figure 21: Demco coupler locked onto gooseneck ball.



Figure 22: Demco EZ-Latch handle lifted to release gooseneck ball.

## CLEARANCE FOR AIR BAG & RECESSED FLATE BED PICKUPS



Figure 23: Hitch must rotate at an 18" radius around the ball to prevent contact with items in bed (red frame).

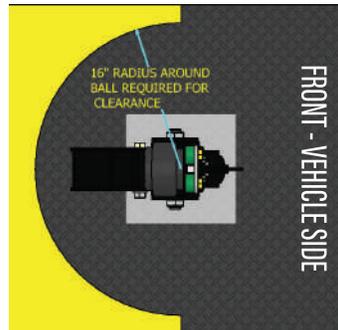


Figure 24: Hitch must rotate at an 16" radius around the ball to prevent contact with items in bed (black offset frame).

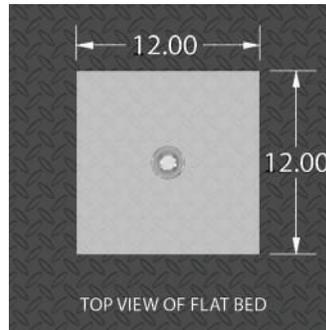


Figure 25: Top view: Recommended that the Shift Lock coupler have a minimum clearance of 12"x 12".

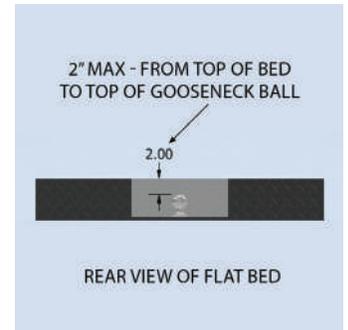


Figure 26: Recommended that the distance from the top of the bed to the top of the ball be a maximum of 2" for Shift Lock coupler.

## MAXIMUM WEIGHT RATINGS FOR SHOCKER GOOSENECK SURGE AIR HITCH MODELS & SAFETY

Maximum weights for Shocker 30K Gooseneck Surge Air Hitch & Coupler with 2-5/16" Shift Lock Coupler or Kingpin: 30,000 lbs GTW & 7,000 lbs Tongue Weight (offset stem is 6,000 lbs TW). QuickAir 5th to Gooseneck is 24,000 lbs GTW & 6,000 lbs tongue weight.

Maximum weights for Shocker 40K Gooseneck Surge Air Hitch with 3" Shift Lock Coupler or Kingpin: Towing Capacity is 40,000 lb GTW & Tongue = 8,000 lbs Tongue Weight.

**Safety Notice:** Towing capacity is limited by the lowest rated component. Always keep the area around the gooseneck hitch clear when attached to a tow vehicle. Use only a 2 5/16" gooseneck ball for 2-5/16" coupler and use 3" gooseneck ball for 3" coupler. V-19 rated. Do not exceed G.V.W.R. of ball being used.

## **ROUTINE MAINTENANCE SCHEDULE**

### **1. Lubrication Schedule**

- **Hitch Ball & Coupler:** Lubricate the coupler, Shift Lock u-bolt and gooseneck ball before every hook-up to prevent friction wear. Clean your hitch ball after each use to reduce wear and improve coupler lifespan.
- **Main Pivot Bolt:** Apply grease to the pivot bolt via grease zerk located at the base of the stem.
- **Stem Threads (Crank Models):** For crank handle models, ensure the stem threads stay generously greased for easy adjustment.
- **Frequency:** It is recommended to grease all points every 2-3 months, or more frequently with heavy use.

### **2. Hardware & Air System Inspection**

- **Torque Check:** Periodically verify that all trailer set bolts are torqued to your trailer manufacturer's specifications.
- **Air Bag Integrity:** Inspect the air bag for any debris or rubbing.
- **Coupler Pin:** Ensure the safety snapper pin is in good condition and always used during transit.

### **3. Alignment Verification**

- **Check for Movement:** Ensure the hitch has not shifted and remains straight and parallel with the trailer frame.

## **GOOSENECK BALLS WE RECOMMEND**

- We **DO** recommend using gooseneck hitch balls that are completely spherical or have a flat top on the gooseneck hitch ball. This is to ensure the coupler lasts as long as possible. (Figure 27).
- We **DO NOT** recommend using a Puck/Pop-In style ball due to the sharp edges of the clip grinding the inside of the coupler, which reduces the life of your coupler (Figure 27).



Figure 27:

- **GREEN** marks show Gooseneck Hitch Balls we **DO** recommend
- **RED** marks show Gooseneck Hitch Balls we **DO NOT** recommend

## **HOW TO USE**

### **1. Hook-Up Trailer**

- **Lowering Trailer:** Lower your trailer onto the gooseneck ball and lock the coupler into place (See coupler specific instructions for **Shift Lock** or **Demco** models).
- **Safety Chains:** Securely hook your safety chains to the anchor points in the truck bed.
- **7-Way Plug:** Plug your trailer's electrical cord into the socket in the truck bed to enable lights and brakes.

### **2. Setting Air Pressure**

- **Fill Air Bag:** After loading your trailer fill air bag starting at 15 PSI (Ensure bump cushions are compressed).
- **Adjustment:** Test drive and adjust in 5 PSI increments until your ride feels comfortable.
- **Note:** When towing trailers with high wind resistance it may be necessary to increase air pressure in the air bag. **NEVER EXCEED 100 PSI**, as this will damage the air bag.

## **NOTE**

When weight is added or removed, it can shift more weight to the tongue or to the rear of the trailer. Always try to keep your load distributed evenly on the trailer with majority of the weight over the tires. When adjusting weight, always adjust your air pressure for the best ride.

## **ADDITIONAL INFO - SCAN QR CODES**



Gooseneck Setup



Air Pressure Guide



Warranty Registration



YouTube Channel