

SHOCKER REGULAR AIR RECEIVER HITCH INSTALLATION



SHOCKER 14K AIR HITCH
14,000 GTW - 1,400 TW



STREAMLINE ALUMINUM AIR HITCH
10,000 GTW - 1,000 TW



HD AIR HITCH
20,000 GTW - 2,000 TW



HD MAX BLACK AIR HITCH
20,000 GTW - 2,000 TW



HD MAX SUPER DROP AIR HITCH
20,000 GTW - 2,000 TW

1. Compressing Air Spring Bag (BEFORE INSTALLATION)

- **Release Pressure:** Use the provided cotter pin clip to push in on the valve core to release air pressure from the bag (Figure 1).
- **Compress:** While releasing pressure, simultaneously push down on the air spring bag paddle or squeeze the plates together to exhaust the remaining air (Figure 1).

2. Installing Shocker Hitch into the Receiver

- **Mounting:** Slide the hitch shank fully into the receiver tube of your tow vehicle
- **Align and Secure:** Align the pin holes and insert the 5/8" hitch pin. Lock it in place with the cotter pin clip (Figure 2).

3. Install Attachment Ball Mount

- **Selection:** Choose a ball mount that allows your trailer to sit level (see **ATTACHMENT BALL MOUNT DROP & RISE / RATING GUIDE** (pg. 3) for more information on which attachment to select).
- **Attachment:** Install your chosen mount into the Shocker Hitch Frame (Figure 3).
- **Secure:** Use the hitch pins and cotter pin clips provided to lock ball mount into place.

4. Setting Air Pressure

- **Load the Trailer:** Hook up your trailer and load it as you normally would for travel.
- **Inflate:** Add air using an air compressor through the valve. As pressure increases, the hitch will begin to pivot (Figure 4).
- **The "Sweet Spot":** Stop adding air once the main frame lightly compresses the truck side bump cushion (see **PROPER AIR PRESSURE GUIDE** for more details on pg. 2) (Figure 5).
- **Verification:** Ensure the paddle or the spacer block is pressed up against the bottom of the receiver tube. Visit "**HD SPACER BLOCK GUIDE**" or "**DO I NEED A SPACER BLOCK**" (pg. 4) for more information
- **Safety Notice:** NEVER exceed 100PSI, as this can damage the air spring bag or bushings. (NOTE: Ensure you have connected your safety chains and electrical cord before towing!!)

HD SPACER BLOCK GUIDE



Good angle no spacer needed



Excessive angle spacer recommended



Excessive angle fixed with spacer block

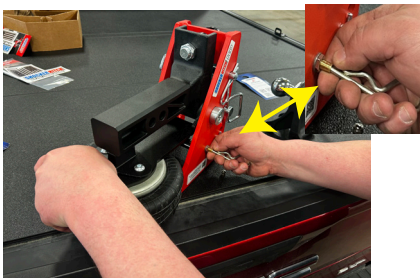


Figure 1: Releasing air pressure with cotter pin clip and pressing down on paddle simultaneously



Figure 2: Shank inserted into receiver tube and secured with pin and cotter pin clip



Figure 3: Ball mount installed and secured with hitch pins and cotter pin clips



Figure 4: Filling up air spring bag using an air compressor on the valve stem

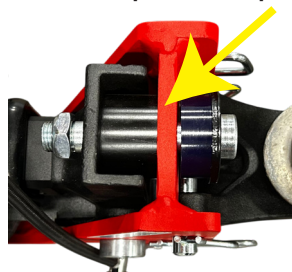


Figure 5: Truck side bump cushion compressed slightly showing proper air compression



Figure 6: Spacer block pressed up against receiver tube (Properly Installed)

SHOCKER SPORT AIR RECEIVER HITCH INSTALLATION



SHOCKER SPORT AIR HITCH
8,000 GTW - 800 TW

1. Compressing Air Spring Bag (BEFORE INSTALLATION)

- **Release Pressure:** Use the provided cotter pin clip to push in on the valve core to release air pressure from the bag (Figure 7).
- **Compress:** While releasing pressure, simultaneously push down on the air spring bag paddle or squeeze the plates together to exhaust the remaining air (Figure 7).

2. Installing Shocker Hitch into the Receiver

- **Mounting:** Slide the hitch shank fully into the receiver tube of your tow vehicle (Figure 8).
- **Align and Secure:** Align the pin holes and insert the 5/8" hitch pin. Lock it in place with the cotter pin clip.

3. Install Attachment Ball Mount

- **Selection:** Choose a ball mount that allows your trailer to sit level (see **ATTACHMENT BALL MOUNT DROP & RISE / RATING GUIDE** (pg. 3) for more information on which attachment to select).
- **Attachment:** Install your chosen mount into the Shocker Hitch Frame (Figure 9).
- **Secure:** Use the hitch pins and cotter pin clips provided to lock ball mount into place.

4. Setting Air Pressure

- **Load the Trailer:** Hook up your trailer and load it as you normally would for travel.
- **Inflate:** Add air using an air compressor through the valve. As pressure increases, the hitch will begin to pivot (Figure 10).
- **The "Sweet Spot":** Stop adding air once the main frame lightly compresses the truck side bump cushion (see **PROPER AIR PRESSURE GUIDE** for more details) (Figure 11).
- **Verification:** Ensure the paddle is pressed up against the bottom of the receiver tube (Figure 12).
- **Safety Notice:** NEVER exceed 100PSI, as this can damage the air spring bag or bushings.
(NOTE: Ensure you have connected your safety chains and electrical cord before towing!!)

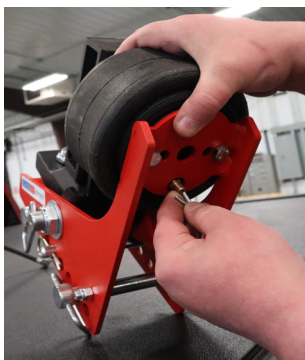
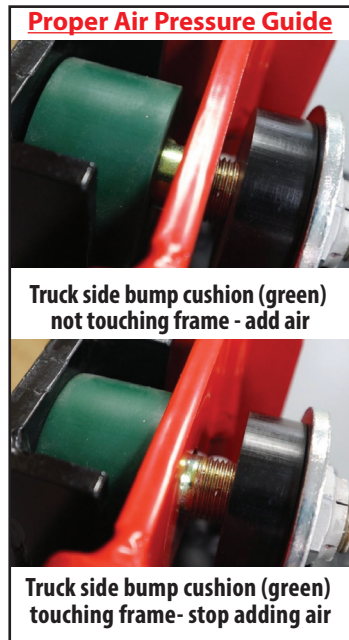


Figure 7: Releasing air pressure with cotter pin and pressing down on paddle



Figure 8: Shank inserted into receiver tube and secured with pin and cotter pin clip



Figure 9: Ball mount installed and secured with hitch pins and cotter pin clips



Figure 10: Filling up air spring bag using an air compressor on the valve stem

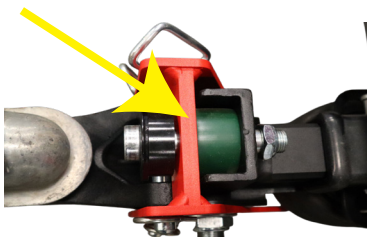


Figure 11: Truck side bump cushion compressed slightly showing proper air compression

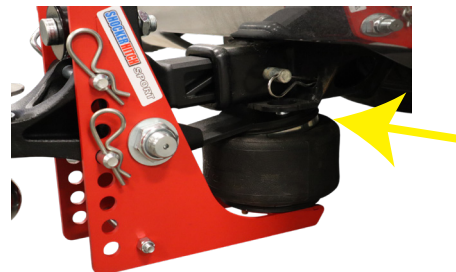


Figure 12: Paddle pressed up against receiver tube (Properly Installed)

SAFETY NOTICE

The Shocker Hitch is a heavy duty unit, however, it is imperative that any weight capacity ratings do not exceed the receiver hitch rating of the towing vehicle or ball or mount on the Shocker hitch unit. Any modifications to the hitch will automatically void the warranty and it is done so at your own risk. Manufactured in the USA, Jamestown, ND.

SHOCKER TRAIL FORCE AIR HITCH INSTALLATION



TRAIL FORCE AIR HITCH
14,000 GTW - 1,400 TW

1. Installing Shocker Hitch into the Receiver

- **Mounting:** Slide the hitch shank fully into the receiver tube of your tow vehicle (Figure 13).
- **Align and Secure:** Align the pin holes and insert the 5/8" hitch pin. Lock it in place with the cotter pin clip (Figure 14).

2. Install Attachment Ball Mount

- **Selection:** Choose a ball mount that allows your trailer to sit as level as possible once connected (see **ATTACHMENT BALL MOUNT DROP & RISE / RATING GUIDE** (pg. 3) for more information on which attachment to select).
- **Attachment:** Insert the ball mount into the Shocker Hitch Frame.
- **Secure:** Use the 5/8" hitch pins and cotter pin clips provided to lock ball mount in place (Figure 15).

3. Setting Air Pressure

- **Load the Trailer:** Hook up your trailer and load it as you normally would for travel.
- **Inflate:** Add air using an air compressor through the valve. The valve stem on this Trail Force Hitch is below the air spring bag. As pressure increases, the hitch will begin to pivot (Figure 16).
- **The "Sweet Spot":** Stop adding air once the main frame lightly compresses the truck side bump cushion (see **PROPER AIR PRESSURE GUIDE** (pg. 2) for more details) (Figure 17).
- **Safety Notice:** NEVER exceed 100PSI, as this can damage the air spring bag or bushings.

(NOTE: Ensure you have connected your safety chains and electrical cord before towing!!) (Figure 18).



Figure 13: Shank inserted into receiver



Figure 14: Shank is secured with pin and clip



Figure 15: Ball mount installed and secured with hitch pins and clips



Figure 16: Filling up air spring bag using an air compressor on the valve stem

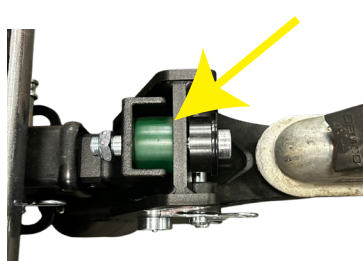


Figure 17: Truck side bump cushion compressed slightly showing proper air compression



Figure 18: Safety chains and electrical hooked up before towing

ATTACHMENT BALL MOUNT DROP & RISE / RATING GUIDE

• Please see the Gross Trailer Weight on the Shocker Hitch you had purchased. The tongue weight is 10% of the GTW, therefore, the towing mount is also a factor. The lesser rating of the mount you are using and the Shocker Hitch is the max towing capacity for the hitch. NEVER exceed the towing capacity on your towing vehicle, or Shocker Hitch.

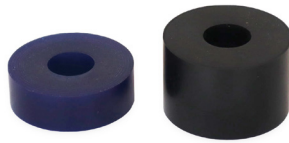
- **COMBO BALL (SH-340):** 0" Rise to 4-1/2" Drop | 2-5/16" ball rated at 20,000 lbs & 2" ball rated at 10,000 lbs
- **DROP BALL (SH-320125-2 & SH-320125-25):** 4-1/2" Rise to 8-1/2" Drop | 2-5/16" ball rated at 20,000 lbs & 2" ball rated at 10,000 lbs
- **RAISED BALL (SH-310125-2 & SH-310125-25):** 2" Rise to 2" Drop | 2-5/16" ball rated at 20,000 lbs & 2" ball rated at 10,000 lbs
 - **PINTLE HOOK (SH-333):** 2-1/2" Rise to 6-1/2" | 10-Ton 20,000 lbs
 - **RAISED PINTLE HOOK (SH-335):** 0" Rise to 5" Drop | 10-Ton 20,000 lbs
- **PINTLE HOOK / BALL COMBO (SH-334-2 & SH-334-25):** 2-1/2" to 6-1/2" | 8-Ton - 16,000 lbs (2" ball rated at 10,000 lbs)
- **DRAWBAR / CUSHIONED DRAWBAR (SH-350 & SH-370):** 0" Rise to 4-1/2" Drop | 20,000 lbs (Note: 0 lbs TW)
- **CLEVIS MOUNT (SH-360):** 3-1/2" Rise to 5-1/2" Drop | 20,000 lbs
- **SWAY BAR MOUNTS:** Same rating as like type mounts listed above.

COMMON REPLACEMENT PARTS & MAINTENANCE

To keep your Shocker Hitch in peak operating condition, use only genuine replacement parts from shockerhitch.com



Replacement bump cushions for 8K, 10K, and 14K models (Green & Black):
SH-260



Replacement bump cushions for 20K models (Purple & Black):
SH-HD260



Replacement Spacer Block for Shocker Air & HD Receiver Hitches
SH-SPBK-REC



Replacement Air Spring Bag for 8K/10K/12K/14K Air Receiver
SH-202



Replacement air spring bag for 20K HD Air Receiver
SH-204



Replacement Pivot Bolt Kit for Shocker Air Receiver Hitch
SH-280



Replacement Air Spring Bag and Airline Fits 20K HD Air Receiver
SH-204-SH-214



Replacement Air Spring Bag and Airline Fits 10K/12K/14K
SH-204-SH-214

DO I NEED A SPACER BLOCK?:

How do I know if I need a spacer block on my air receiver hitch? When your air receiver and trailer are hooked up, and the air receiver has proper air pressure, the metal paddle above the air spring bag should parallel with the receiver tube. If the paddle has more than a 10 degree angle when the air receiver hitch is aired up, a spacer block can be installed on the top of the paddle to level the paddle out. A spacer block is needed when the angle between the bottom of the receiver and the paddle is excessive. Visit "[HD SPACER BLOCK GUIDE](#)" for excessive angle images (pg. 1).

Note: A spacer block is used with 20K HD Air Receiver Hitches with a 2" receiver (spacer block comes installed) and with some HD Air Receiver Hitches with a 2-1/2" receiver (spacer block comes in the box). The spacer block is generally not needed with a 14K Air Receiver Hitch, as the air spring bag is 1" taller than the HD air spring bag.

ROUTINE MAINTENANCE GUIDE:

1. Routine Lubrication

- **Pivot Bolt:** Regularly grease the Shocker Hitch unit using the built-in grease zerk located on the main pivot bolt.
- **Over-Greasing:** You cannot over-grease the unit; frequent lubrication ensures the air-ride pivot remains fluid and responsive.
- **Hitch Ball:** It is highly recommended to grease the trailer coupler ball to reduce friction and prevent premature wear.

2. Critical Adjustments

- **Top Jamnut Bolt:** DO NOT tighten the top jamnut bolt.
- **Factory Specs:** This bolt is set to factory specifications out of the box; overtightening will cause a stiff towing experience and limit the air spring bag's effectiveness.
- **Attachment Swapping:** When changing between different ball mounts (Combo, Pintle, Clevis, etc.), ensure the pins and cotter pin clips are fully seated and locked.

3. Air System Integrity

- **Max Pressure:** Never exceed 100 PSI in the air spring bag.
- **Component Protection:** Excessive pressure can lead to permanent damage to the air spring bag or the internal bump cushions.
- **Pre-Tow Inspection:** Always check your air pressure after loading the trailer to ensure the frame is lightly compressing the bump cushion.



Installation Guide



Air Pressure Guide



Warranty Registration

THANK YOU FOR CHOOSING SHOCKER HITCH

Shocker Hitch: Safer Smoother Towing - 2801 3RD AVE SW JAMESTOWN ND, 58401 | (701)-707-2666

• Email: service@shockerhitch.com • Website: www.shockerhitch.com • Installation Videos on Shocker Hitch YouTube Channel