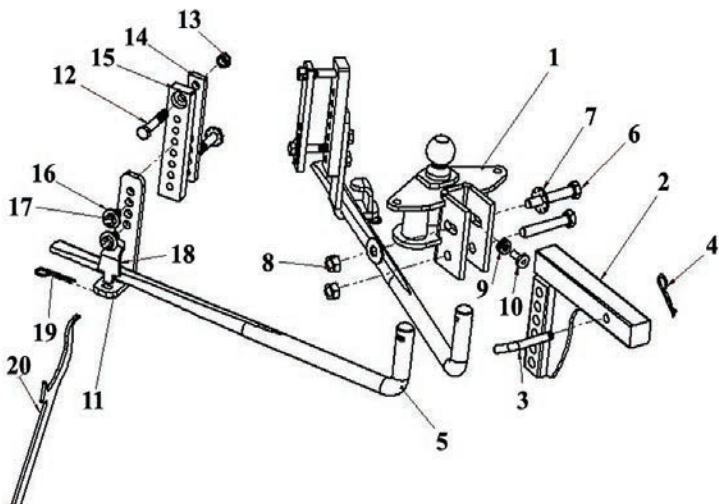




1	Qty. (1)	BALL MOUNT	11	Qty. (2)	SPRING BAR L BRACKET
2	Qty. (1)	HITCH BAR	12	Qty. (4)	5/8-11X3.5" HEX BOLT
3	Qty. (1)	HITCH BAR PULL PIN	13	Qty. (2)	5/8-11 LOCK NUT
4	Qty. (1)	HITCH BAR PULL PIN SPRING CLIP	14	Qty. (2)	INNER FRAME BRACKET
5	Qty. (2)	SPRING BAR	15	Qty. (2)	OUTER FRAME BRACKET
6	Qty. (2)	3/4-10X4.5" HEX BOLT	16	Qty. (6)	5/8" LOCK WASHER
7	Qty. (2)	3/4" SERRATED WASHER	17	Qty. (4)	5/8-11X1.5" HEX BOLT
8	Qty. (2)	3/4-10 LOCK NUT	18	Qty. (2)	SPRING BAR COVER
9	Qty. (7)	SPACER WASHER	19	Qty. (2)	COVER CLIP
10	Qty. (1)	BALL MOUNT ADJUSTMENT RIVET	20	Qty. (1)	LIFTING HANDLE

INSTALLING WEIGHT DISTRIBUTION

SIZING WD AND TRAILER HITCH SYSTEMS

- Refer to provided Consumer Information to weigh loaded trailer tongue to determine proper system size.
- Tongue rating of trailer hitch must meet or exceed measured tongue weight of trailer. OEM hitches may not be rigid enough for tongue weight and may need to be replaced (too much flex and won't carry load).
- Total trailer gross weight rating must never exceed tow vehicle rated gross tow rating.
- This system works on trailer frames 1.5" – 2" wide and 4" to 7" tall, with top or bottom mount couplers.

INITIAL SET-UP

•**NOTE:** Some truck and trailer combinations can be prone to sway such as short wheel base tow vehicles towing long trailer. Ensure vehicle tow ratings meet or exceed trailer GVWR, ensure proper trailer loading to maintain 10% to 15% tongue weight, upgrade tow vehicle tires to heavier load ratings, and when additional sway control may be required an optional Shocker Hitch friction sway bar SH-1001 (sold separately) can be added to the Shocker Weight Distribution Towing Kit and/or Air Equalizer.

•Line up tow vehicle and trailer on level pavement, in straight-ahead position, uncoupled. Level the trailer and measure and record the distance from the ground to the top of the coupler (see Figure 1).

•Insert the hitch bar (2) into the hitch box and install a pull pin (3) and spring clip (4). Hitch bar (2) may be used in either the up or down position (see Figure 2).

•**NOTE:** The ball height should be greater than coupler height by approximately 3/4" to 1" (see Figure 1) to compensate for vehicle squat. For vehicles with air springs, air shocks or an automatic leveling system, check vehicle owner's manual. Unless otherwise specified make sure you adjust the ball mount and do the trailer set up with the trailer and vehicle loaded as they will be when towing. Raised balls usually have reduced load ratings. Ball rating **MUST** equal or exceed trailer GVWR.

•With ball attached to ball mount, slide ball mount up or down hitch bar (hitch bar may be used in the up or down position) until nearest ball height dimension is obtained and holes line up with hitch bar. Insert bolt in bottom hole first (rest hitch head).

•Rivet (10) and 7 spacer washers (9) are supplied in order to gain correct downward angle of spring bars. For an initial fitment, try 4 spacer washers for top mounted couplers and 3 spacer washers for bottom mounted couplers. Insert rivet (10) and depending on angle or slope of bars that must be gained, use the least amount of washers (9) necessary in order to establish correct angle. (See Figures 1, 2, and 3).

•The rivet (10) and its accompanying washers (9) are placed in the 1/2" hole between the "U" on ball mount (1) to acquire desired angle of spring bar (5). Once spring bar (5) angle has been determined, insert top bolt (6) with serrated washer (7). Install second serrated washer (7) and nut (8) to secure unit in correct position. Before tightening bolts, lock (tighten) ball mount set screw. Tighten the 3/4" top bolt (6) to 260 ft. lbs. torque once head angle is set. Secure lower bolt (6) to 260 ft. lbs. torque. After first day of towing, check ball mount set screw for tightness.

Tools Required:

Wrenches: 7/8", 3/4", 1-1/8"

Socket: 3/4", 1-1/8"

Torque Wrench capable of reading 260 ft. lbs.

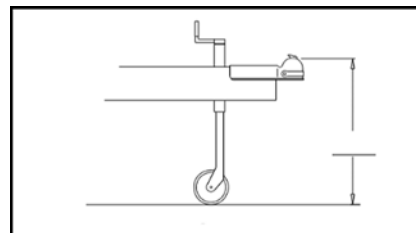


Figure 1: On a level surface, measure the height of your trailer coupler to ground.

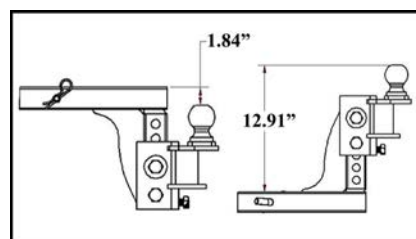


Figure 2: Hitch bar can be used in the raised or dropped position.

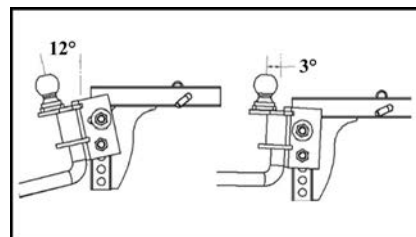


Figure 3: Using spacer washers, find the correct angle needed for your setup.

INITIAL HOOK-UP

NOTE: Tow Vehicle and trailer should be loaded and ready for travel before final leveling.

- Pick a reference point on the front wheel well. Measure and record distance to pavement. Front wheel well to pavement _____.
- Using tongue jack, lower coupler onto ball and close coupler latch.
- Apply grease to the ball mount ends of the spring bars. The spring bars can be inserted into either side of Ball Mount (there is no 'right' or 'left bar'). To insert and lock spring bar in socket, hold bar under socket and push up. The Spring Bar will automatically be locked into position by the Spring Bar Locking Device. (Check to make sure bar is locked in by moving it up and down at the frame bracket end.)
- To remove Spring Bars, just swing bar around under the bumper and it will drop free (see Figure 4).
- Position inner ⑭ and outer frame brackets ⑮ 27.5" from the center of trailer coupler with bolt ⑫ through the top bolts as shown. Snug nut ⑬ to the back of the inner frame bracket ⑭. Insert lower bolt ⑫ with serrated washer ⑯ through inner frame bracket ⑭ as close to the underside of the trailer frame as possible, and snug bolt. Torque both bolts to 130 ft lbs. Note that brackets can be positioned up to 3" towards truck from nominal to clear objects on frame, but this may interfere with mounting for a friction sway bar.
- Orient L bracket ⑪ so that the bottom portion of the bracket is ~3" above the unloaded spring bar. Secure the L bracket ⑪ to outer frame bracket ⑮ using 2 bolts ⑰ and lock washers ⑱. Bolts should be spaced with either 1 or 2 open holes between them (do not put both bolts next directly next to each other). Be mindful to not use the threaded hole that bolt ⑫ has used. Torque bolts ⑰ to 80 ft lbs.

•Installing and removing spring bars onto L brackets: extend trailer jack until spring bar ends are above the L brackets. Adding a 6" x 6" block or support under the jack will make extension and raising the trailer faster and protect the jack from being extended to max travel. The higher you raise the trailer the easier to install or remove spring bars from L brackets. Swing spring bars on to L brackets as close to trailer frame as possible. Secure the spring bars by dropping in covers ⑱. Then secure the covers ⑱ using the pins ⑲ (see Figures 5 & 6).

LIFTING HANDLE USE

•It is recommended that you use the trailer jack to raise and lower the trailer for application and removal of spring bars. If there is an issue, the lifting handle ⑳ included can be used to pry spring bars on to the L brackets or off again. Caution should be used that the spring bars do not hit people or property. Stand clear of lift bar and spring bars. **Caution: DO NOT use lifting handle for any other use.**

•Retract the jack. Remeasure front wheel well reference point. The front wheel well height should be equal to or lower than the original measurement. If the front wheel well height is higher than originally measured, increase the load on the spring bars by either raising the L bracket ⑪ position or adding spacer washers ⑨. If the front wheel well is lower than originally measured, reduce the load on the spring bars by either lowering the L bracket ⑪ position or removing spacer washers ⑨ then recheck the wheel well measurement. If the original wheel well height is not achievable, it is preferred that the wheel well height is lower after the spring bars are loaded. Adjusting height of the ball mount on the hitch bar may be necessary when adjusting the number of spacer washers.

MAINTENANCE

•Keep sockets in head assembly free of dirt and well lubricated. Excessive wear in this area may indicate overload or inadequate lubrication. Keep head assembly exterior clean, especially the spring bar sockets. Do not allow dirt or stones to lodge between spring bar and head. Keep hitch painted to prevent rust and maintain a good appearance. (Do not paint over labels) **BEFORE EACH TOW: Clean ball and coupler socket and coat ball lightly with grease. Check spring bar brackets and spring bars for wear. Check to see that all bolts are properly tightened and hitch pin and clip are securely in place. Check to see that electrical hookups are in working order, and that safety chains are connected.**

SAFETY NOTICES / IMPORTANT NOTES

•**LOADED BALL HEIGHT SHOULD NOT BE GREATER THAN UNCOUPLED BALL HEIGHT.** Front wheel overload and loss of rear wheel traction can result, and can lead to unstable handling, reduced braking ability, and a tendency to "jackknife" when turning and braking at the same time. IF LOADED BALL HEIGHT IS GREATER THAN UNCOUPLED HEIGHT, reduce take up on spring bars and remeasure until proper height is obtained.

DO NOT TOW MULTIPLE TRAILERS: Do not attempt to tow any type of trailer behind another trailer. Towing multiple trailers may cause severe instability, loss of control and/or structural failure, and may result in vehicle accident, property damage and personal injury. Towing multiple trailers is illegal in many jurisdictions.

FRONT WHEEL DRIVE VEHICLES: DO NOT ATTEMPT TO HOOK UP OR TOW WITH REAR WHEELS OF TOWING VEHICLE REMOVED. Severe structural damage to towing vehicle, hitch, and trailer may result. A towing vehicle/trailer combination cannot be controlled adequately unless the towing vehicle's rear wheels are carrying their share of the load.

SURGE BRAKES: Some surge brakes will not work with weight distributing hitches. CHECK TRAILER AND/OR SURGE BRAKE OPERATING INSTRUCTIONS FOR ANY SPECIAL REQUIREMENTS REGARDING WEIGHT DISTRIBUTING HITCHES. Do not use sway control with surge brakes.

TOWING TIPS

DRIVING: Good habits for normal driving need extra emphasis when towing. The additional weight affects acceleration and braking, and extra time should be allowed for passing, stopping, and changing lanes. Signal well in advance of a maneuver to let other drivers know your intentions. Severe bumps and badly undulating roads can damage your towing vehicle, hitch, and trailer, and should be negotiated at a slow steady speed. IF ANY PART OF YOUR TOWING SYSTEM "BOTTOMS" OUT, OR IF YOU SUSPECT DAMAGE MAY HAVE OCCURED IN ANY OTHER WAY, PULL OVER AND MAKE A THOROUGH INSPECTION. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.

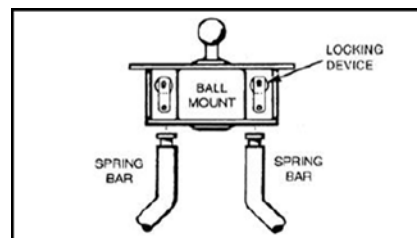


Figure 4: WD spring bars attached to head through socket and secures with clip.

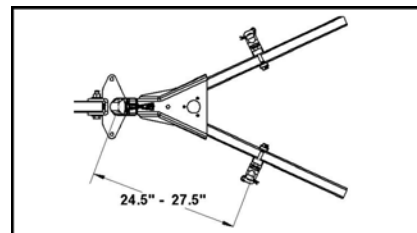


Figure 5: L brackets can be installed between 24-1/2" to 27-1/2".

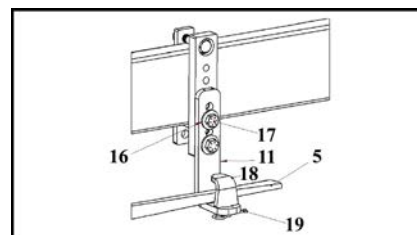


Figure 6: L bracket assembly installed on tongue frame of trailer.

TOWING TIPS - CONTINUED

- CHECK YOUR EQUIPMENT:** Periodically check the condition of all your towing equipment and keep it in top condition.
- TRAILER LOADING:** Proper trailer loading is important. Heavy items should be placed close to the floor near the trailer axle. The load should be balanced side to side and firmly secured to prevent shifting. Tongue weight should be about 10-15 percent of the gross trailer weight for most trailers. Too low a percentage of tongue weight will often produce a tendency to sway. Excess weight on the tongue can also lead to sway and damage hitch and / or tow vehicle.
- SWAY CONTROLS:** A sway control system can help minimize the affects of sudden maneuvers, wind gusts, and buffeting caused by other vehicles. Use of a sway control is recommended for trailers with large surface areas, such as travel trailers.
- TIRE INFLATION:** Unless specified otherwise by the towing vehicle or trailer manufacturer, tires should be inflated to their maximum recommended pressure.
- TOWING VEHICLE AND TRAILER MANUFACTURERS' RECOMMENDATIONS:** Review the owners' manuals for your towing vehicle and trailer for specific recommendations, capacities, and requirements.
- POLE TONGUE TRAILERS:** If your trailer has a straight tongue (instead of an A frame tongue), it will be necessary to use a pole tongue adapter. This adapter attaches to the trailer tongue, providing a place to attach the snap up brackets.
- PASSENGERS IN TRAILERS:** Trailers should NOT be occupied while being towed, under any circumstances.
- TRAILER LIGHTS, TURN SIGNALS, AND ELECTRIC BRAKES:** Always hook up trailer lights, turn signals, electric brakes and break away switch connection (if so equipped) even for short trips.
- REMOVE HITCH WHEN NOT TOWING:** Remove hitch from towing vehicle receiver when not towing, to prevent contamination of head sockets, reduce chance of striking hitch on driveway ramps or other objects, and minimize damage in the event of a rear end collision.

NOTES:

This image shows a full page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, typical of notebook paper. There are no margins, text, or other markings on the page.

FOR SHOCKER AIR EQUALIZER INSTALLATION
SEE NEXT PAGE

INSTALLING SHOCKER AIR EQUALIZER & WD HITCH

SIZING WD AND TRAILER HITCH SYSTEMS

- Refer to provided Consumer Information to weigh loaded trailer tongue to determine proper system size.
- Tongue rating of trailer hitch must meet or exceed measured tongue weight of trailer. OEM hitches may not be rigid enough for tongue weight and may need to be replaced (too much flex and won't carry load).
- Total trailer gross weight rating must never exceed tow vehicle rated gross tow rating.
- This system works on trailer frames 1.5" – 2" wide and 4" to 7" tall, with top or bottom mount couplers.
- The Shocker Hitch Air Equalizer works on TRUCKS ONLY, this system WILL NOT WORK ON SUV/CUV type vehicles with coil over springs.

INITIAL SET-UP

•**NOTE: Some truck and trailer combinations can be prone to sway such as short wheel base tow vehicles towing long trailer. Ensure vehicle tow ratings meet or exceed trailer GVWR, ensure proper trailer loading to maintain 10% to 15% tongue weight, upgrade tow vehicle tires to heavier load ratings, and when additional sway control may be required an optional Shocker Hitch friction sway bar SH-1001 (sold separately) can be added to the Shocker Weight Distribution Towing Kit and/or Air Equalizer.**

•Line up tow vehicle and trailer on level pavement, in straight-ahead position, uncoupled. Level the trailer and measure and record the distance from the ground to the top of the coupler (see Figure 7).

•Insert the XR channel hitch into the hitch box and install 5/8" pin and clip that is provided. the XR channel hitch may be used in either the up or down position (see Figure 8).

•**NOTE: The ball height should be greater than coupler height by approximately 3/4" to 1" (see Figure 2) to compensate for vehicle squat. For vehicles with air springs, air shocks or an automatic leveling system, check vehicle owner's manual. Unless otherwise specified make sure you adjust the ball mount and do the trailer set up with the trailer and vehicle loaded as they will be when towing. Raised balls usually have reduced load ratings. Ball rating MUST equal or exceed trailer GVWR.**

•Attach the Shocker Air Equalizer to the XR channel hitch (the XR channel hitch may be used in the up or down position). With ball attached to ball mount, attach the ball mount on the Air Equalizer. Insert bolt in bottom hole first, rest hitch head (see Figure 9). NOTE: Ensure air bag is deflated, you can do so by taking a pin and pushing the air valve bleeder while pushing on the air bag.

•Rivet ⑩ and 7 spacer washers ⑨ are supplied in order to gain correct downward angle of spring bars. For an initial fitment, try 4 spacer washers for top mounted couplers and 3 spacer washers for bottom mounted couplers. Insert rivet ⑩ and depending on angle or slope of bars that must be gained, use the least amount of washers ⑨ necessary in order to establish correct angle.

•The rivet ⑩ and its accompanying washers ⑨ are placed in the 1/2" hole between the "U" on ball mount ① to acquire desired angle of spring bar ⑤. Once spring bar ⑤ angle has been determined, insert top bolt ⑥ with serrated washer ⑦. Install second serrated washer ⑦ and nut ⑧ to secure unit in correct position. Before tightening bolts, lock (tighten) ball mount set screw located at the bottom rear center of ball mount channel. Tighten the 3/4" top bolt ⑥ to 260 ft. lbs. torque once head angle is set. Secure lower bolt ⑥ to 260 ft. lbs. torque. After first day of towing, check ball mount set screw for tightness.

INITIAL HOOK-UP

NOTE: Tow Vehicle and trailer should be loaded and ready for travel before final leveling.

•Pick a reference point on the front wheel well. Measure and record distance to pavement. Front wheel well to pavement _____.

•Using tongue jack, lower coupler onto ball and close coupler latch.

•Apply grease to the ball mount ends of the spring bars. The spring bars can be inserted into either side of Ball Mount (there is no 'right' or 'left bar'). To insert and lock spring bar in socket, hold bar under socket and push up. The Spring Bar will automatically be locked into position by the Spring Bar Locking Device. (Check to make sure bar is locked in by moving it up and down at the frame bracket end.)

•To remove Spring Bars, just swing bar around under the bumper and it will drop free (see Figure 10).

•Position inner ⑭ and outer frame brackets ⑮ 27.5" from the center of trailer coupler with bolt ⑫ through the top bolts as shown. Snug nut ⑬ to the back of the inner frame bracket ⑭. Insert lower bolt ⑫ with serrated washer ⑯ through inner frame bracket ⑭ as close to the underside of the trailer frame as possible, and snug bolt. Torque both bolts to 130 ft lbs. Note that brackets can be positioned up to 3" towards truck from nominal to clear objects on frame, but this may interfere with mounting for a friction sway bar.

•Orient L bracket ⑪ so that the bottom portion of the bracket is ~3" above the unloaded spring bar. Secure the L bracket ⑪ to outer frame bracket ⑮ using 2 bolts ⑰ and lock washers ⑱. Bolts should be spaced with either 1 or 2 open holes between them (do not put both bolts next directly next to each other). Be mindful to not use the threaded hole that bolt ⑫ has used. Torque bolts ⑰ to 80 ft lbs.

•Installing and removing spring bars onto L brackets: extend trailer jack until spring bar ends are above the L brackets. Adding a 6" x 6" block or support under the jack will make extension and raising the trailer faster and protect the jack from being extended to max travel. The higher you raise the trailer the easier to install or remove spring bars from L brackets. Swing spring bars on to L brackets as close to trailer frame as possible. Secure the spring bars by dropping in covers ⑱. Then secure the covers ⑱ using the pins ⑲ (see Figures 11 & 12).

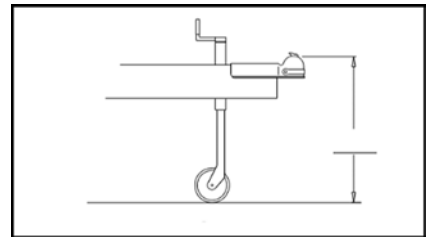


Figure 7: On a level surface, measure the height of your trailer coupler to ground.

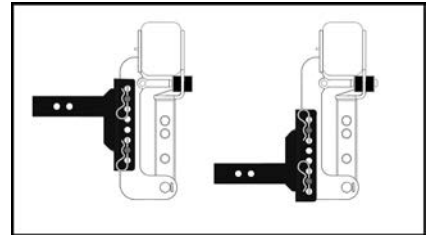


Figure 8: XR channel hitch can be used in the raised or dropped position.

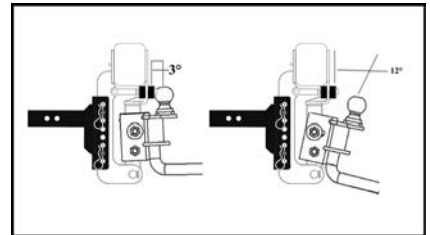


Figure 9: Using spacer washers, find the correct angle needed for your setup.

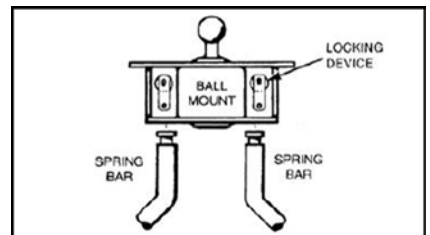


Figure 10: WD spring bars attached to head through socket and secures with clip.

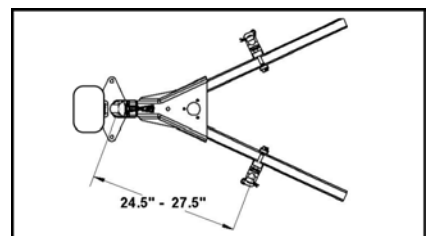


Figure 11: L brackets can be installed between 24-1/2" to 27-1/2".

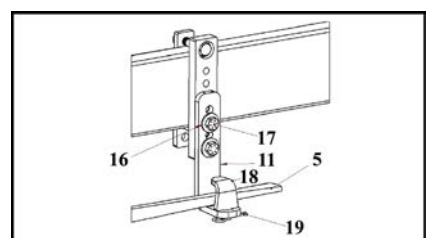


Figure 12: L bracket assembly installed on tongue frame of trailer.

LIFTING HANDLE USE

•It is recommended that you use the trailer jack to raise and lower the trailer for application and removal of spring bars. If there is an issue, the lifting handle ⑳ included can be used to pry spring bars on to the L brackets or off again. Caution should be used that the spring bars do not hit people or property. Stand clear of lift bar and spring bars. **Caution: DO NOT use lifting handle for any other use.**

With the trailer and tow vehicle loaded and the weight-distribution bars set, retract the jack. Add air until the frame just touches the trailer-side bump cushions **WITHOUT** compression and the truck-side forward washers are free. Note the pressure. 40-60 PSI is an average, not a target; 100 PSI is the maximum.

•Remeasure front wheel well reference point. The front wheel well height should be equal to or lower than the original uncoupled measurement.

-If the front wheel well height is higher than originally measured, increase the load on the spring bars by either raising the L bracket position or adding spacer washers ⑨ under rivet ⑩.

If the front wheel well is lower than the original measurement AND noted airbag pressure is above 80 PSI, reduce spring-bar load by lowering the hitch in the XR channel or removing spacer washers; recheck the measurement. Then reset air to light trailer-side cushion contact, with truck-side washers free.

•If the original wheel well height is not achievable, it is preferred that the front wheel well height is lower after the spring bars are loaded. Adjusting height of the air hitch on the XR channel may be necessary when adjusting the number of spacer washers. If the airbag pressure is higher than 80 psi, and the trailer is not level, raising the ball mount height may be necessary to level trailer.

Test drive and recheck light trailer-side contact without compression and free truck-side washers. **NEVER** exceed 100 PSI. If this setting cannot be reached within the limit, stop and contact Shocker Hitch to check bar loading, hitch height and actual tongue weight.

MAINTENANCE

•Keep sockets in head assembly free of dirt and well lubricated. Excessive wear in this area may indicate overload or inadequate lubrication. Keep head assembly exterior clean, especially the spring bar sockets. Do not allow dirt or stones to lodge between spring bar and head. Keep hitch painted to prevent rust and maintain a good appearance. (Do not paint over labels) **BEFORE EACH TOW: Clean ball and coupler socket and coat ball lightly with grease. Check spring bar brackets and spring bars for wear. Check to see that all bolts are properly tightened and hitch pin and clip are securely in place. Check to see that electrical hookups are in working order, and that safety chains are connected.**

SAFETY NOTICES / IMPORTANT NOTES

•**LOADED BALL HEIGHT SHOULD NOT BE GREATER THAN UNCOUPLED BALL HEIGHT.** Front wheel overload and loss of rear wheel traction can result, and can lead to unstable handling, reduced braking ability, and a tendency to "jackknife " when turning and braking at the same time. IF LOADED BALL HEIGHT IS GREATER THAN UNCOUPLED HEIGHT, reduce take up on spring bars and remeasure until proper height is obtained.

DO NOT TOW MULTIPLE TRAILERS: Do not attempt to tow any type of trailer behind another trailer. Towing multiple trailers may cause severe instability, loss of control and/or structural failure, and may result in vehicle accident, property damage and personal injury. Towing multiple trailers is illegal in many jurisdictions.

THE SHOCKER AIR EQUALIZER IS DESIGNED TO WORK WITH PICK-UP TRUCKS ONLY. DO NOT hook up to an SUV with independent/coil over springs OR front wheel drive vehicles.

SURGE BRAKES: Some surge brakes will not work with weight distributing hitches. CHECK TRAILER AND/OR SURGE BRAKE OPERATING INSTRUCTIONS FOR ANY SPECIAL REQUIREMENTS

REGARDING WEIGHT DISTRIBUTING HITCHES. Do not use sway control with surge brakes.

TOWING TIPS

DRIVING: Good habits for normal driving need extra emphasis when towing. The additional weight affects acceleration and braking, and extra time should be allowed for passing, stopping, and changing lanes. Signal well in advance of a maneuver to let other drivers know your intentions. Severe bumps and badly undulating roads can damage your towing vehicle, hitch, and trailer, and should be negotiated at a slow steady speed. IF ANY PART OF YOUR TOWING SYSTEM "BOTTOMS" OUT, OR IF YOU SUSPECT DAMAGE MAY HAVE OCCURRED IN ANY OTHER WAY, PULL OVER AND MAKE A THOROUGH INSPECTION. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.

•**CHECK YOUR EQUIPMENT:** Periodically check the condition of all your towing equipment and keep it in top condition.

•**TRAILER LOADING:** Proper trailer loading is important. Heavy items should be placed close to the floor near the trailer axle. The load should be balanced side to side and firmly secured to prevent shifting. Tongue weight should be about 10-15 percent of the gross trailer weight for most trailers. Too low a percentage of tongue weight will often produce a tendency to sway. Excess weight on the tongue can also lead to sway and damage hitch and / or tow vehicle.

•**SWAY CONTROLS:** A sway control system can help minimize the affects of sudden maneuvers, wind gusts, and buffeting caused by other vehicles. Use of a sway control is recommended for trailers with large surface areas, such as travel trailers.

•**TIRE INFLATION:** Unless specified otherwise by the towing vehicle or trailer manufacturer, tires should be inflated to their maximum recommended pressure.

•**TOWING VEHICLE AND TRAILER MANUFACTURER'S RECOMMENDATIONS:** Review the owner's manuals for your towing vehicle and trailer for specific recommendations, capacities, and requirements.



Figure 13: Hitch frame resting on bump cushions closer to tailgate - add air.



Figure 14: Light trailer-side contact. Stop adding air. Do not compress. Truck-side washers must be free.

THANK YOU FOR CHOOSING SHOCKER HITCH

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

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