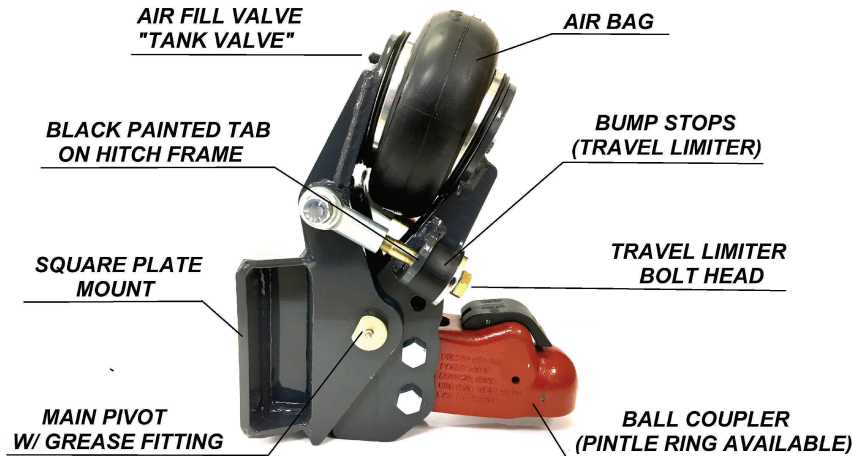


SHOCKERHITCH®

TONGUE MOUNT - SQUARE PLATE SETUP INSTRUCTIONS

Thank you for choosing a Shocker Hitch



When used properly these products will make noticeable improvements in your trailer towing quality. Giving both truck and trailer a smoother ride with less trailer fatigue and breakage.

Safety Notice:

The Shocker Hitch is a heavy duty unit that in most cases exceeds factory receiver hitch weight capacities, therefore it is imperative that you always read and follow the tongue and towing weight recommendations of the receiver hitch that is mounted on your tow vehicle.

Installation:

Replace existing ball coupler or pintle ring from the tongue of trailer with the Shockerhitch Tongue Mount Hitch. Hook up trailer using properly selected ball receiver shank on truck in order to have a level trailer when loaded. Verify or lengthen safety chains and wiring connections to ensure proper clearance when turning corners.

To Set Air:

Load trailer the way it will be towed. Inflate airbag on Shockerhitch.

CAUTION: Keep hands and clothing away from moving parts of hitch to avoid pinching and injury.

As air pressure increases, the unit will rotate lifting the hitch and trailer tongue.

Install air until BLACK bump stops (urethane/rubber bushings) touch the black painted tabs on hitch frame, or when the split lock washers (found under the travel limiter bolt heads) are just compressed flat.

Always *inflate* air bag to set the Shockerhitch,

never *deflate* air bag to set Shockerhitch, unsatisfactory results may occur.

Note: *When towing heavy trailers or trailers with high wind resistance it may be necessary to increase air pressure in the Shockerhitch.*

When using Equalizer/ Weight Distribution Bars:

Follow directions above, then hook up equalizer bars, and continue inflating air bag until urethane bushings just touch the hitch frame.

Usage:

Under normal circumstances tongue weight should be at least 10 percent of total towing weight.

NOTE: IT IS HIGHLY RECOMMENDED THAT THE HITCH BALL BE GREASED TO REDUCE WEAR AND IMPROVE SHOCKER ACTION.

Maximum Pressure:

Do not exceed 100 psi in the air bag, this may result in damage to the air bag.

Maintenance:

Your maintenance routine should include greasing the zerk found on the main pivot shaft.