

SHOCKER HITCH

AIR RIDE TOWING HITCHES

SHOCKER AIR RECEIVER BUMPER HITCH INSTALLATION & SETUP GUIDE



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



ORIGINAL AIR HITCH
12,000 GTW - 1,200 TW



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



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

INSTALLATION

- Decompress the airbag by pushing in the air valve core and pushing down on the air bag paddle.
- Install the Shocker Hitch unit into the receiver tube of tow vehicle, then install 5/8" hitch pin and clip.
- Check the airbag for clearance from any frame members, spare tires, and safety chain contact.

-IMPORTANT: For 2" receivers, you may or may not need the provided spacer plate (note: spacer plate comes with 2" receivers ONLY). Some 2" receivers may cause the paddle to have "too much angle" that can take away the benefits of the airbag. Please review Figures 1, 2, & 3 to figure out what best fits your needs.

HOOK UP / SETTING AIR PRESSURE

- Hook up trailer using proper ball mount and proper height adjustment in order to have the trailer as level as possible. Load trailer as normal.
- Once trailer is loaded, inflate the airbag on the Shocker Hitch using the air valve. As the air pressure increases, the unit will start to pivot. Continue to inflate until the main frame is in contact with the bump bushing closests to the truck, once it is lightly compressing said bushing, stop adding air. *Note: green bushings for 10K, 12K hitches & black bushings for 20K hitches.*
- IMPORTANT:** Never exceed 100 PSI in the airbag, this may lead to damage to the air bag and/or bump bushings. ALWAYS keep body and clothes away from any moving parts while inflating, injury may occur if not done so.

USAGE / MAINTENANCE

- This unit has 8 height adjustment holes for more rise and more drop, please see the list below for more information*. Shocker Hitch offers more than 10 mounts to choose from, simply remove the clips and ball mount pins and swap mounts. Visit our site or a local dealer to see more ball mounts.
- If using a ball mount with a coupler ball, it is highly recommended to grease the ball to reduce wear and tear on the trailer coupler and ball mount.
- Regularly grease the Shocker Hitch unit using the built-in grease zerk on the pivot bolt depending on use, you can not over grease this unit.
- IMPORTANT:** DO NOT tighten the top jamnut bolt, it is set to factory specifications out of the box, overtightening can lead to a stiffer towing experience.

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

SAFETY NOTICE

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



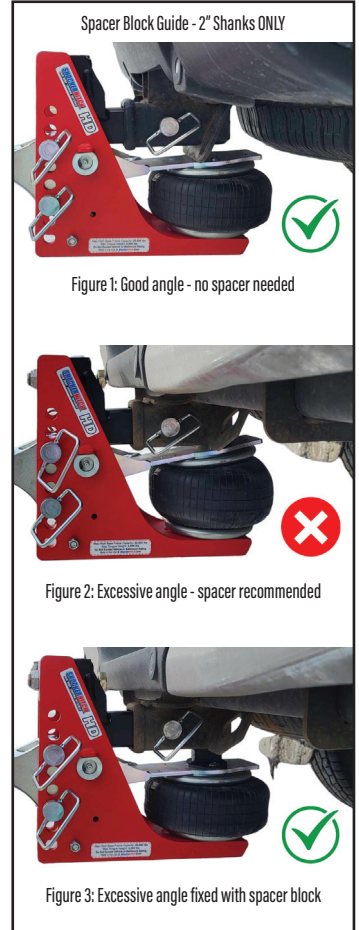
HOW TO SET AIR PRESSURE



WARRANTY REGISTRATION



INSTALLATION GUIDES



Spacer Block Guide - 2" Shanks ONLY

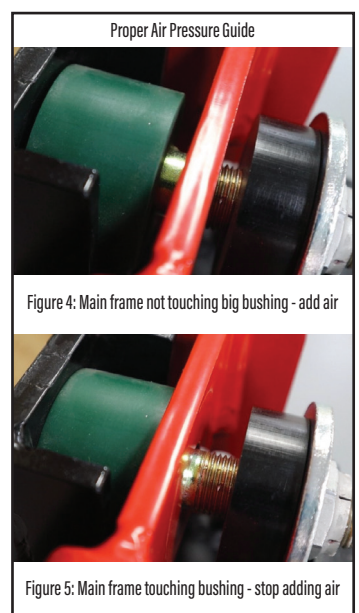
Figure 1: Good angle - no spacer needed



Figure 2: Excessive angle - spacer recommended



Figure 3: Excessive angle fixed with spacer block



Proper Air Pressure Guide

Figure 4: Main frame not touching big bushing - add air

Figure 5: Main frame touching bushing - stop adding air

THANK YOU FOR CHOOSING SHOCKER HITCH

Shocker Hitch: Safer Smoother Towing - 2804 3RD AVE SW, JAMESTOWN ND, 58401 - (701)-707-2666

•Email: service@shockerhitch.com •Website: www.shockerhitch.com •Installation Videos on [Shocker Hitch YouTube Channel](#)