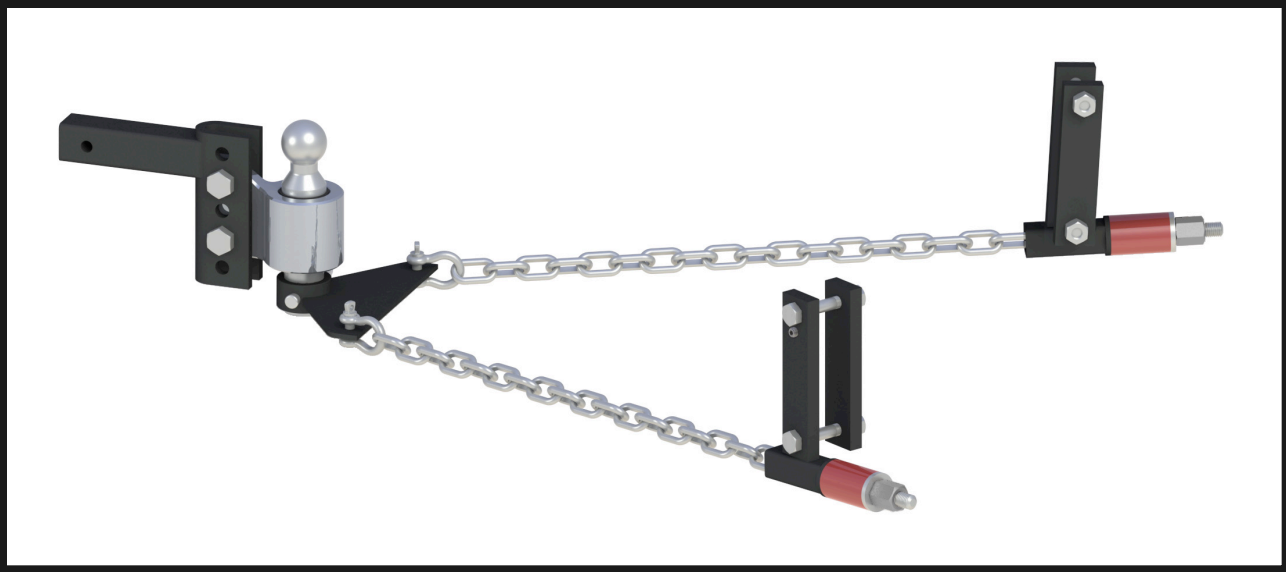
IMPORTANT! DEALER OR INSTALLER:

Please make sure the customer receives this manual for safety tips, warranty, and future removal or installation help

Andersen "No-Sway" Weight Distribution Hitch
INSTALLATION MANUAL



Featuring the patented, super-quiet Anti-Sway and Anti-Bounce TMD (True Motion-Dampening™) system

14,000 lbs GTWR (2-5/16" ball)
10,000 lbs GTWR (2" ball)
1,400 lbs Tongue

Table of Contents

Want to see a video of the install?

Use your SmartPhone to scan the QR Code above and to go to our Installation Videos on the web.

SUPPORT USA JOBS
MADE IN USA

ANDERSEN
andersenhitches.com
1-800-635-6106

IMPORTANT SAFETY INFORMATION

Before each trip –and regularly during a trip– check all hardware, bolts and nuts for wear and fatigue. Make sure that they are all properly tightened and that all pins and clips are secured in place.

Secure your trailer with wheel chocks before setting up or adjusting the weight distribution hitch.

The operator is responsible for making necessary adjustments to the weight distribution hitch to maximize performance for each trip and every time the load changes.

REMEMBER Any time you change your load weight in the towing vehicle or trailer, re-check to see how level you are and make adjustments as needed. Also, check the tightness of all nuts and bolts often and re-tighten as necessary.

WARNINGS

Refer to your vehicle's owner's manual for maximum towing capacity. DO NOT overload your vehicle - failure to follow vehicle manufacturer's recommendations could result in damage to your vehicle, personal injury or death.

Also refer to the manufacturer's instructions for your trailer. Follow all safety warnings, setup instructions, and maintenance before installing your hitch.

It is critical to check the tire pressure of each of the tires on the trailer and tow vehicle before towing.

Make sure the trailer coupler is coupled and secured properly before towing, and that safety chains are in place.

Do not modify Weight Distribution Hitch components outside of the recommendations found within this manual.

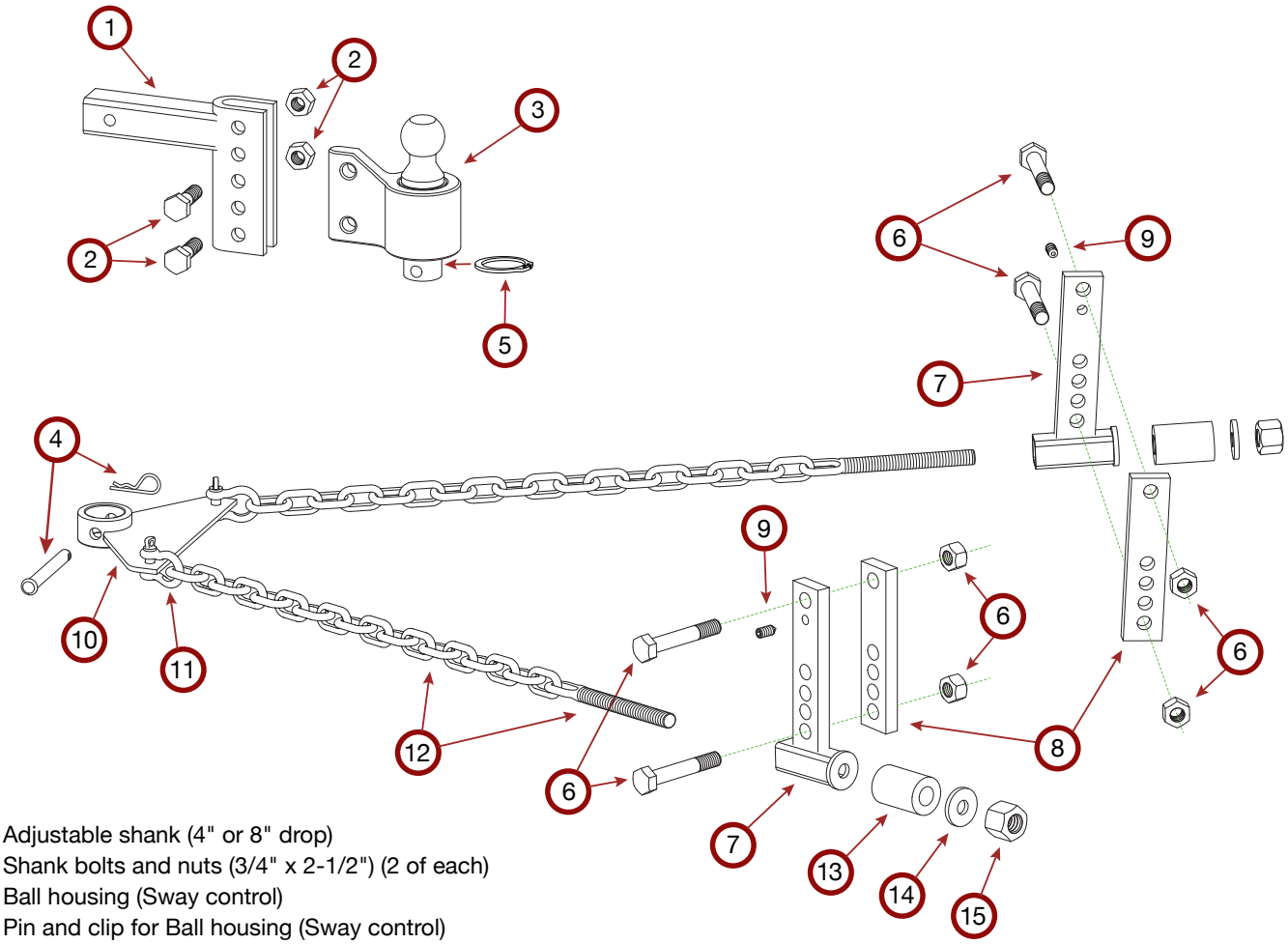
IMPORTANT No hitch setup can guarantee that trailer sway will be avoided altogether. It is the driver's responsibility to adjust equipment and driving habits according to towing conditions. The driver is responsible for their own safety and the safety of passengers and those around them.

SUSPENSION

Ensure that the suspension of both the tow vehicle and trailer are in good working order before you embark on a trip. Bad suspension may result in the Weight Distribution Hitch not being able to properly even your load. Always load trailer correctly according to the manufacturers recommendations for maximum weight limits and cargo placement. Do not overload trailer or towing vehicle.

We are proud that our Weight Distribution Hitch is rated up to 1,400 lbs tongue weight as far as strength requirements for the SAE J-684 standard. However, if your trailer tongue weight is pushing 1,400 lbs. we recommend improving or 'beefing up' the suspension of both 1/2 ton and 3/4 ton vehicles. One remarkable suspension add-on product that works great is the Timbren SES 'Suspension Enhancement System'. Their heavy-duty rubber cushions absorb road shocks and automatically adjust to uneven loads or road conditions. Here at Andersen Hitches we whole-heartedly recommend the Timbren SES as the perfect companion to the Andersen "No Sway" Weight Distribution Hitch. See your Authorized Timbren Dealer or visit their website (www.timbren.com) for more information.

PARTS ILLUSTRATION

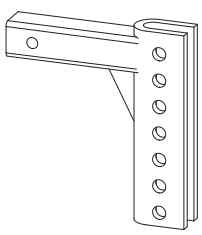


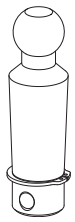
1. Adjustable shank (4" or 8" drop)
2. Shank bolts and nuts (3/4" x 2-1/2") (2 of each)
3. Ball housing (Sway control)
4. Pin and clip for Ball housing (Sway control)
5. Spring clip (attached to tapered ball)
6. Frame bracket bolts and nuts (5/8" x 4") (4 of each)
7. Outside frame bracket (3/4/5/6") (2 pcs)
8. Inside frame bracket (3/4/5/6") (2 pcs)
9. 'Pointed' set screw (2 pcs, 4 w/some bracket sets)
10. Triangle plate
11. Chain shackle (2 pcs)
12. Tension chain w/end bolt (2 pcs)
13. High-density urethane spring (2 pcs)
14. Spring washer (2 pcs)
15. Tension nut (1-1/4") (2 pcs)

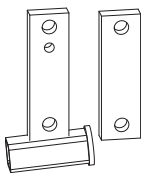
TOOLS NEEDED FOR INSTALLATION

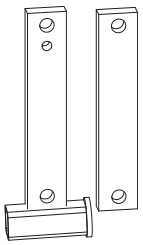
5/16" Allen wrench
Two 15/16" Box End or adjustable wrenches
Two 1-1/8" Box End or adjustable wrenches
1-1/4" socket (provided)
Torque Wrench capable of 100 ft-lbs of torque.
Measuring Tape

Optional Items (see pg 12 for more info)


8" drop/rise adjustable shank


2" WD Ball with spring clip

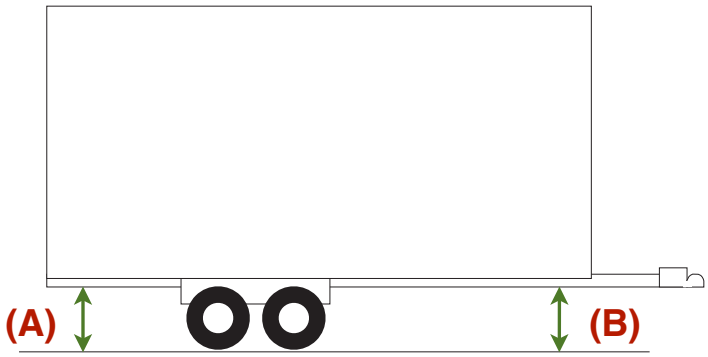

4-3/8" brackets


8" brackets

Installation Step 1: PREPARATION

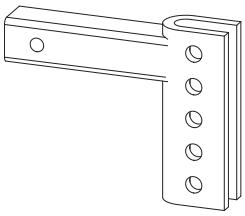
Start on level ground. If you are planning on hauling ATV's or other heavy equipment, you may want to load the trailer and tow vehicle with those items beforehand. Follow proper weight distribution guidelines according to the manufacturer's recommendations for tow vehicle and trailer. Make sure to stay within the limitations of each manufacturer's maximum weight recommendations.

IMPORTANT **Make sure that any auto-leveling system is disabled or turned OFF temporarily during installation.**

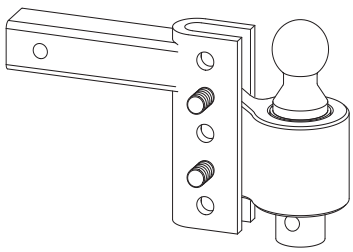


Ensure that the trailer is parallel to the ground by comparing measurements (A) and (B) (see diagram on left). Measure from the ground to the frame on both the front and back of the trailer.

Installation Step 2: INSTALLING SHANK AND BALL HOUSING (SWAY CONTROL)



Once the trailer is level, place the adjustable shank into the hitch receiver on your towing vehicle. Secure it to the receiver using the standard pin and clip (provided) or your own locking pin.



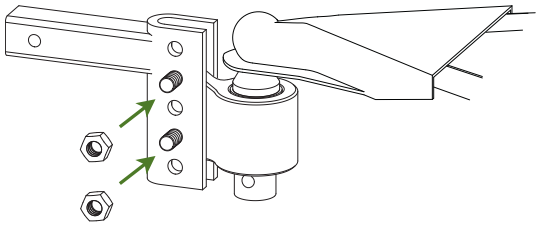
Place the Ball Housing into the adjustable shank and set the ball height about 1" to 1-1/2" higher than the trailer's coupler (top of ball to top of coupler).

Place the two Ball Housing adjustment bolts through the holes in the shank and Ball Housing unit to hold it in place (we will tighten the shank nuts in step 5).

Raise the tongue of the trailer up high enough so that the ball mount can comfortably fit under the trailer coupler. Back up your tow vehicle so the ball mount is directly under the trailer coupler and then set the FULL WEIGHT of the trailer down on the ball.

The front end of your trailer should now be about 1" to 1-1/2 " lower than the back. If the front of the trailer is **MORE** than 1-1/2" lower than the back, then raise the trailer coupler off of the Ball Housing and move the Ball Housing up a notch or two as needed so that it is close to level or within 1-1/2" difference.

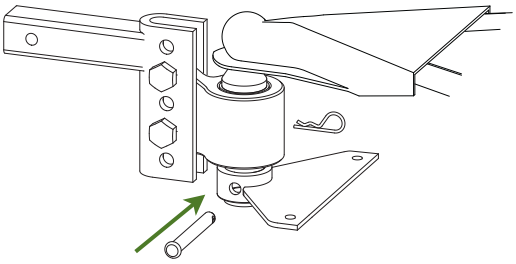
Installation Step 3: ATTACHING THE TENSION PLATE AND CHAINS



Once you have completed step 2, raise the trailer up so there is almost no weight on the ball. Now place the two nuts onto both of the shank adjustment bolts and tighten to approximately 150 ft-lbs of torque using a 1-1/8" socket or wrench. The idea here is to squeeze the sides of the adjustable shank around the Ball Housing. Then lock the trailer coupler onto the ball.

IMPORTANT **Make sure there is ALMOST NO WEIGHT being placed on the ball, then lock the trailer coupler in place on the ball.**

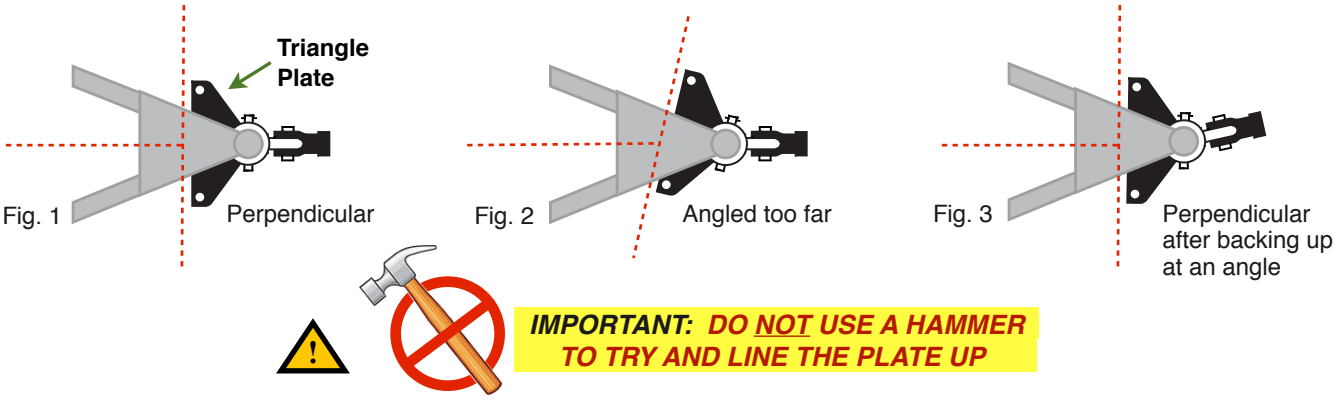
DO NOT GREASE THE BALL OR COUPLER! ***Grease will decrease the anti-sway abilities of the WD Hitch. Since the ball and coupler move together, there is no friction so no need for grease.***

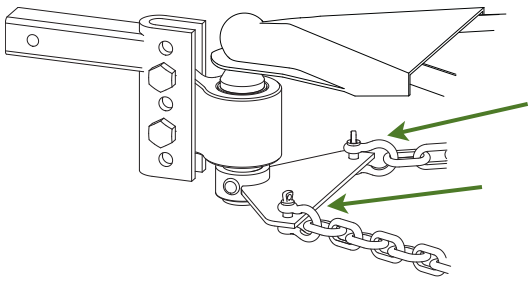


With your coupler still attached and secured to the ball, extend your jack and RAISE THE TRAILER another inch or two so the coupler is pulling up on the ball (which will also raise the WD shank and the back of your vehicle). **Leave the trailer in this raised position while you continue with the following steps.**

Now attach the Tension Plate to the bottom of the Ball Housing and secure it in place using the pin and clip provided (see left).

Look at a bird's-eye-view of the Triangle Plate (see below). Make sure that the Triangle Plate is close to perpendicular to the trailer frame (fig. 1). If not, raise the trailer jack off the ground and use the tow vehicle to move the Trailer forward or backward at an angle until the plate is close to perpendicular to the trailer frame (fig. 3). **NOTE:** The plate does NOT need to be perfectly perpendicular. ***IMPORTANT: DO NOT USE A HAMMER TO TRY AND LINE THE PLATE UP.***





Once the Triangle Plate is correctly in place, attach the chain shackles to the Triangle Plate by threading the shackle pin through the hole on the plate (everything should look like the diagram on the left).

Hand-tighten both shackle pins until they are fully seated, then back them off 1/4 rotation. Doing this prevents them from seating too tightly over time and becoming too difficult to unscrew.

Installation Step 4: ATTACHING FRAME BRACKETS TO TRAILER

With the TRAILER STILL RAISED, attach both tension chains to the outside frame brackets using the hardware shown below.

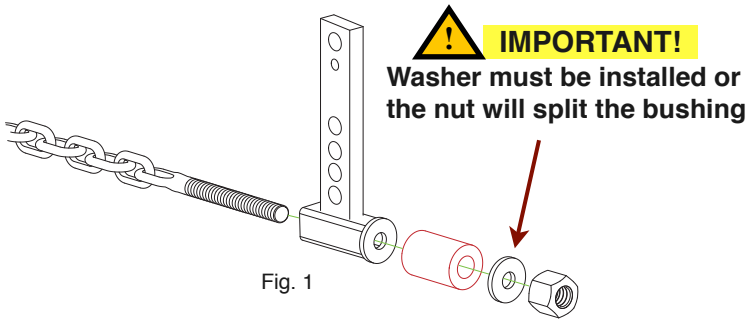


Fig. 1

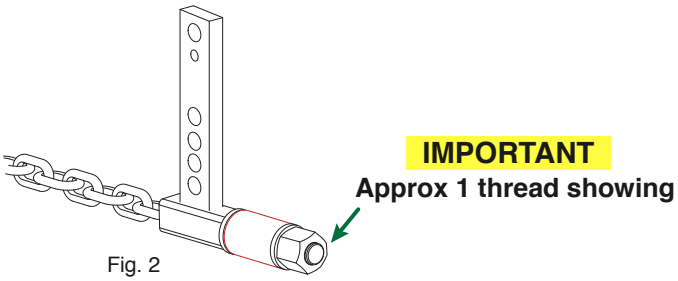
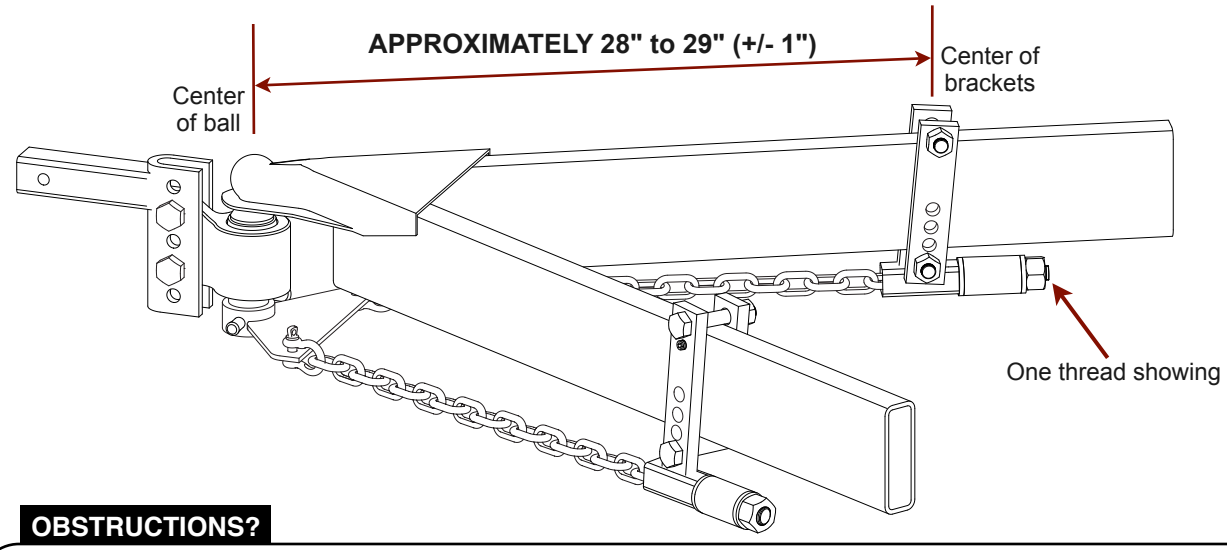


Fig. 2

1. *Insert the chain bolt into the SQUARE opening of the outside frame bracket (DO NOT thread it through the round "washer" side first).* ***Make sure the chain is not twisted.***
2. *Place the red high-density urethane spring onto the protruding bolt.*
3. *Next, place the washer on to the bolt (Fig. 1).*
4. *Finally, thread the Tension Nut on to the bolt until approximately 1 bolt thread is protruding from the end (Fig. 2).*

Pull the chains tight to get an idea where the brackets will touch the frame and check for any obstructions or wiring that might be in the way. With one thread showing at the end of the tension nut, the frame brackets will touch the frame at approximately 28" or 29" – **IMPORTANT! Since each set up can be different, ONLY USE THIS MEASUREMENT AS AN APPROXIMATE POSITION to look for obstructions, NOT for pre-installing brackets.**



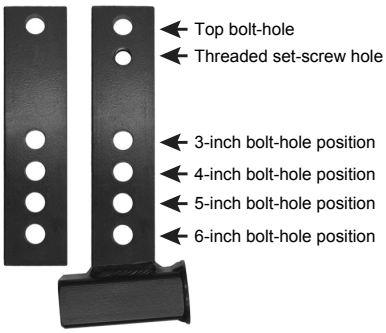
OBSTRUCTIONS?

If you have any OBSTRUCTIONS on the frame caused by fixtures that are in the way of the frame brackets, there are two options:

1. Move/adjust the item forward or back so it is out of the way. Some items like propane tanks and batteries can be moved or raised using off-the-shelf frames or brackets. See your local Authorized Andersen Dealer for further help and options.
2. If the obstructions cannot be moved or adjusted, you can accommodate them by removing or adding links to the tension chains as necessary (from the shackle end). **IMPORTANT! You can SHORTEN the chain (maximum of 4 links shorter) or ADD several inches to the chain (as many links as needed) with no adverse effect. If you do not have bolt-cutters or other cutting equipment to remove chain links, see your local Authorized Andersen Dealer for help. NOTE**: If you do remove/add any chain links, be sure to remove/add the same number of links from both chains.

CAUTION! Double-check around the trailer frame to see if there are any brake lines, gas lines, or wiring that could be damaged by installation of the frame brackets. If so, find a way to reroute them before final installation.

While keeping the chains tight, LOOSELY attach (barely hand-tighten) both pairs of frame brackets to the tongue of the trailer. Make sure both chains are relatively straight and not twisted. Do not insert the set screws yet.

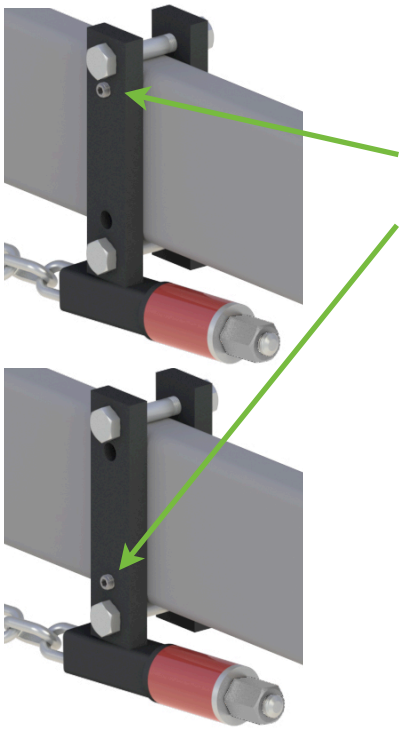


NOTE: For multi-size frame brackets, be sure to use the bolt holes that are closest to the frame size (see picture on right).

Pull the top of the bracket sets away from the coupler until the top and bottom bolts rest on the frame **and the chains are tight** –the brackets will now be angled as seen below. Now tighten down all four bracket bolts using a 15/16" socket or wrench.

Make sure all brackets are clamped tightly –we recommend about 90 ft-lbs of torque.

NOTE: Brackets should end up at an angle on your trailer frame



Using a 5/16" allen ratchet or allen wrench, screw in all of the set screws until they **barely touch** the trailer frame then proceed as follows:

IMPORTANT

If your Set Screw is at the **TOP** of the bracket – Tighten 1-1/2 to 2 more full rotations.

If your Set Screw is at the **BOTTOM** of the bracket – Tighten 3 more full rotations.

C-CHANNEL FRAMES

If your trailer has a 'C-channel' style frame, you will only be able to use the 2 outside set screws to secure the frame brackets to the frame.

To ensure a secure hold, install the set screws or brackets using one of the two optional methods below.

1. OPTIONAL SET SCREW INSTALLATION
(for both Regular and C-Channel frames)

A good option to strengthen and secure the hold of the set screws is to pre-drill a 7/16" hole into the frame where the set screws will be located. Before drilling, insert the set screw into the frame bracket and turn it until the tip makes contact with the frame, then turn it a little more to apply pressure and make a mark on the trailer frame. Remove the set screw and drill a hole in the frame at the point you marked. After drilling, replace and tighten the set screws into the hole to prevent the bracket from slipping.

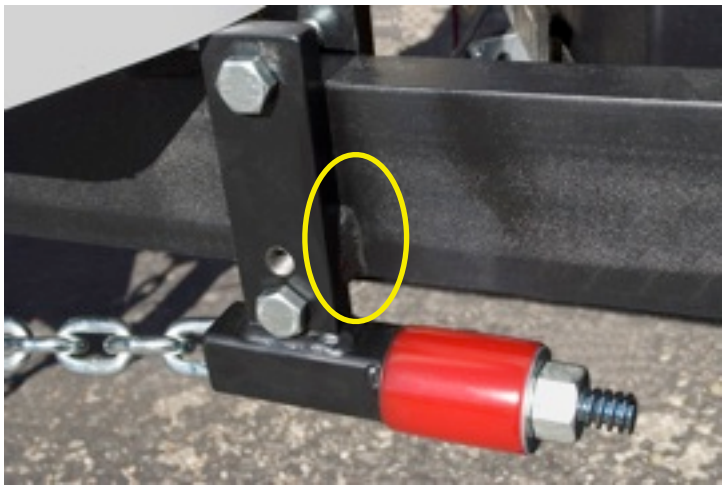
2. OPTIONAL FRAME BRACKET INSTALLATION

(for both Regular and C-Channel frames)

Using the services of a certified welder, another option is to add a 2" weld along the lower back side of both outside frame brackets (on the same side the spring is on). This will give you a very secure installation of the frame brackets without the need for set screws. Before welding you will need to grind the paint off of the area to be welded.

For convenience you can weld the brackets at the best angle that allows the straightest travel of the chain through the outside bracket.

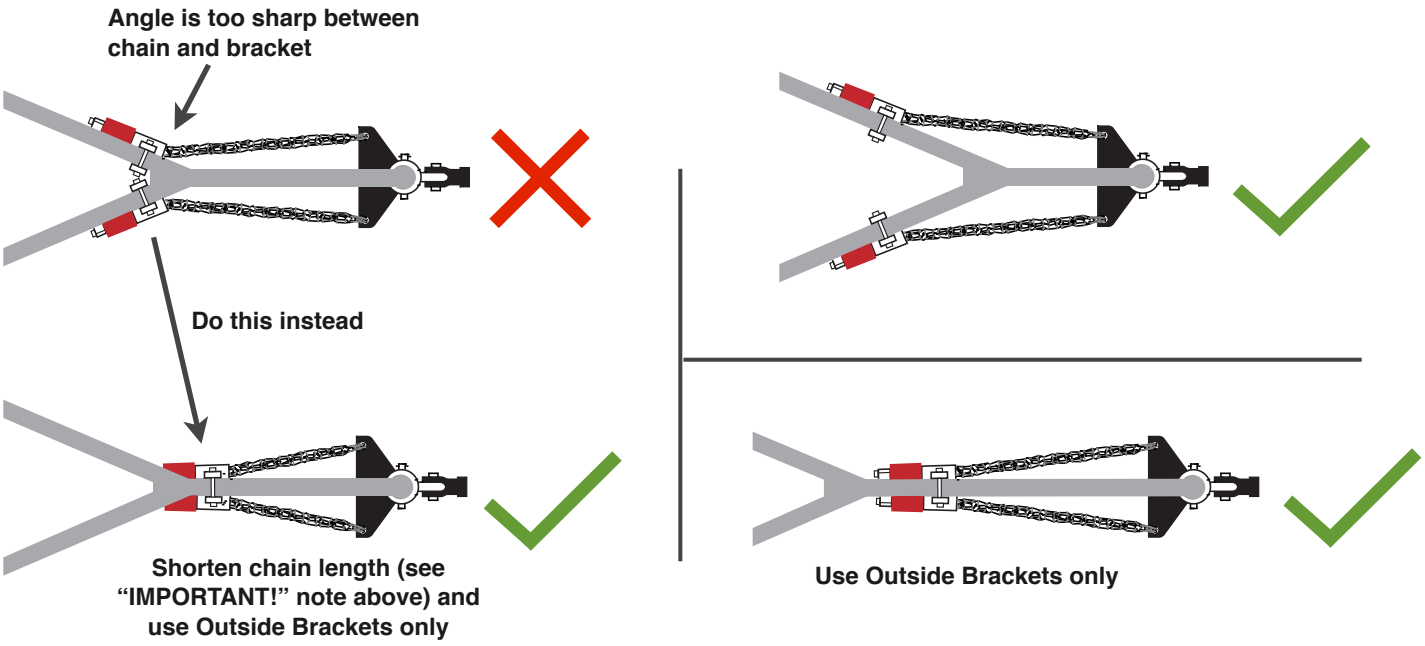
NOTE: You do not need to weld the inside frame brackets. Should you decide to sell your trailer later, the weld could be easily removed by prying the bracket away and grinding off the leftover weld.



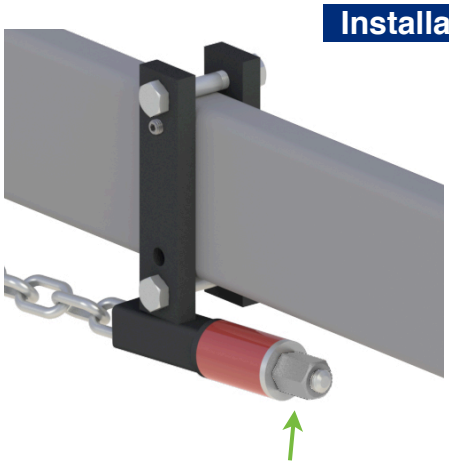
'Y' STYLE TRAILER FRAMES

The Andersen 'No-Sway' Weight Distribution Hitch can accommodate nearly all 'Y-style' trailer frames. In some cases you may need to remove or add a few chain links to allow installation at the optimum position on the trailer frame. In some cases you may need to install the unit using just the outside frame brackets –bolting them to each other rather than to the inside frame brackets. Use the examples below as a guide. **IMPORTANT! You can SHORTEN the chain (a maximum of 3 links shorter) or ADD several inches to the chain (as many links as needed) with no adverse effect. If you do not have bolt-cutters or other cutting equipment to remove chain links, see your local Authorized Andersen Dealer for help.**

NOTE: If you do remove/add any chain links, be sure to remove/add the same number of links from both tension chains. If you have any questions about a particular installation please call our customer service center at 800-635-6106.



Installation Step 5: SETTING THE TENSION



IMPORTANT - BEFORE USING A WRENCH, hand-tighten both Tension Nuts until the chains are tight

Once the frame brackets are firmly and securely in place, **make sure your chains are still tight**. Using the 1-1/4" socket (provided), **HAND-TIGHTEN** both Tension Nuts as much as you can – this is now your starting point when tightening with a wrench. Now, using a wrench, tighten both Tension Nuts another 3–4 threads past the starting point. The urethane springs will now be compressed and have a little bit of a curved edge.

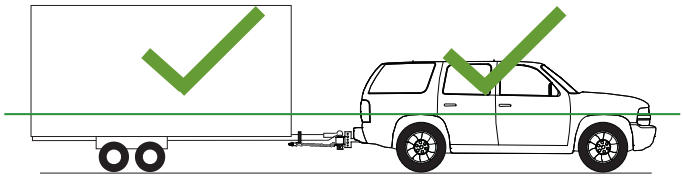
At this point, lower the trailer and set the full weight of the trailer onto the ball. The front and back end of your trailer should now be close to level or within 1" of being level.

To fine-tune the weight distribution, you can now tighten or loosen both Tension Nuts one thread at a time. Although it is not crucial, it is a good practice to tighten or loosen both of the Tension Nuts about the same amount. See Step 6 for further checking and adjustment.

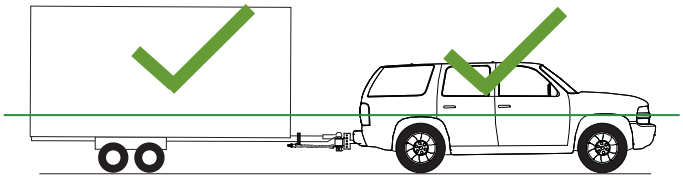
Installation Step 6: CHECKING AND ADJUSTING THE TENSION

For most circumstances, you will be able to see just how well the installation and adjustment is going by standing back and looking at how level the trailer and tow vehicle are. The trailer should be level (within 1") while the tow vehicle should be pretty close to level. If either is drastically uneven, follow the troubleshooting steps on the following page.

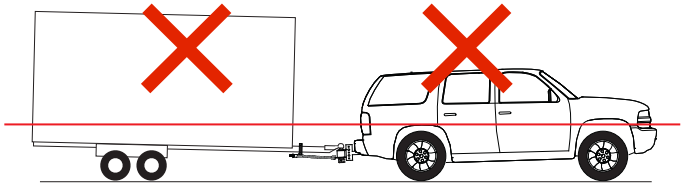
Trying to get the Tow Vehicle to be perfectly level is NOT necessary – you just don't want to be too extreme in either direction (too much towards the tow vehicle's front axle or too much towards the rear axle). After hundreds of installations we have found that it is just as effective to basically "sight level" the tow vehicle and get it as close to level as you can by tightening/loosening the Tension Nuts. We have illustrated some good and bad examples below:



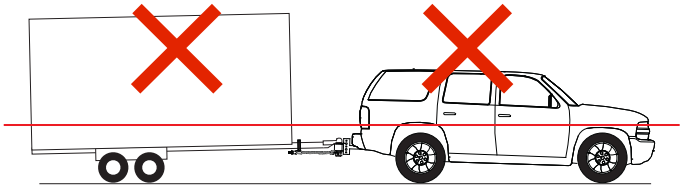
GOOD: Trailer and tow vehicle are level



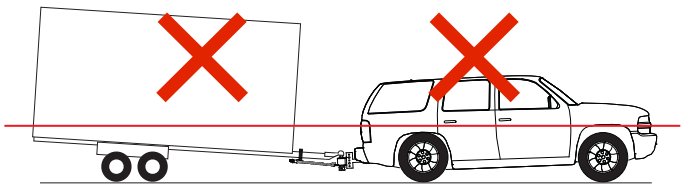
GOOD: Trailer is level, rear of tow vehicle is a little lower than front



BAD: Trailer is not level and rear of tow vehicle is a lot lower than front
1. Check the load 2. Check installation 3. Tighten Tension Nuts



BAD: Trailer is not level, back of tow vehicle is higher than front
1. Check the load 2. Check installation 3. Loosen Tension Nuts



BAD: Far too much weight on back of tow vehicle
Trailer is severely off-level
1. Check the load 2. Check installation 3. Tighten Tension Nuts

STEP 6 continued...

TROUBLESHOOTING HOW LEVEL YOU ARE

1. **Check the load.** Is there too much weight in the trailer or tow vehicle? If not, perhaps the load is too far to the front or back of the trailer or tow vehicle and needs to be distributed better.

   TIP: It's better to keep the weight shifted towards the front of the trailer than the back... approximately 60% in the front and 40% in the back.

2. **Check your installation.** Start again from Step 1 and double-check each of the installation steps.

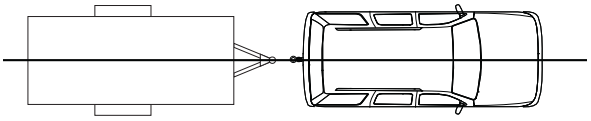
3. **Adjust the Tension Nuts.** Tighten or loosen them both one thread at a time and check the result. Tightening will move the weight distribution towards the front axle of the tow vehicle, loosening the Tension Nuts moves the weight towards the rear axle of the tow vehicle.

If your installation is within the optimum settings above, then you're ready to hit the road!

Having trouble installing? If you have read through the safety information on page 2, and followed all of the installation instructions well, but are still having difficulty with the installation, please contact your local Authorized Andersen Dealer, or visit our website at **www.AndersenHitches.com,** or call our customer service center at 1-800-635-6106.

REMEMBER **Any time your load changes in the towing vehicle or trailer, re-check to see how level you are and make adjustments as needed. Also, check the tightness of all nuts and bolts often and re-tighten as necessary.**

UNHOOKING TRAILER FROM TOW VEHICLE



FOR CONVENIENCE IN HOOKING BACK UP LATER:
Before you unhook the trailer from the tow vehicle, try to park the trailer and tow vehicle as close to evenly in line as possible.

1. Once you are parked, chock the tires of your trailer and remove your safety chains (not the Tension Chains).
2. Use your trailer's jack (or support leg) to lift the trailer and take the weight off of the back tires of the tow vehicle.
3. Make a note how many threads are showing. Using the 1-1/4" socket, loosen both Tension Nuts.
4. Remove the pin and clip attached to the bottom of the ball and Triangle Plate (fig. 4).
5. Remove the Triangle Plate –you can leave the chains and shackles attached to it (fig. 5).
6. In some cases may need to lower the coupler, placing the weight of the trailer back onto the ball so it centers itself in the coupler, then raise the coupler back up and completely off of the ball.
7. Now you have the option to use the Weight Distribution ball as a standard hitch ball for towing other trailers (as shown in fig. 6).

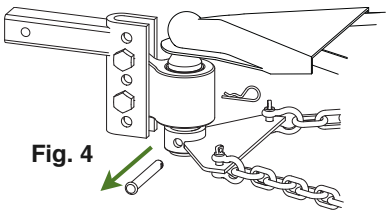


Fig. 4

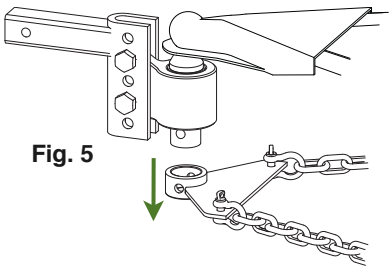


Fig. 5

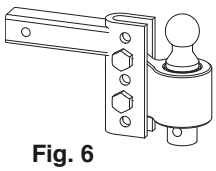
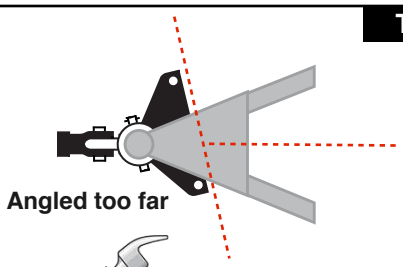


Fig. 6

HOOKING THE TOW VEHICLE BACK UP TO THE TRAILER

1. Using your trailer's support leg or jack, lower the trailer coupler onto the ball –make sure there is almost no weight on the ball.
2. Attach the Triangle Plate (with chains and shackles attached) and pin it securely in place.
3. Using the 1-1/4" socket, tighten both Tension Nuts (make sure the same number of bolt threads are showing as when you loosened them).
4. Lower the trailer and set the weight of it fully on the ball. Go back to 'Installation Step 6' and check how level the Trailer and Tow Vehicle are. Make adjustments if necessary.
5. Re-hook up the trailer's safety chains (not the Tension Chains) to the tow vehicle.

TRIANGLE PLATE ANGLED TOO FAR?

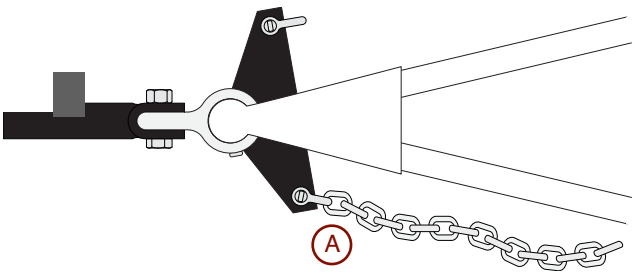


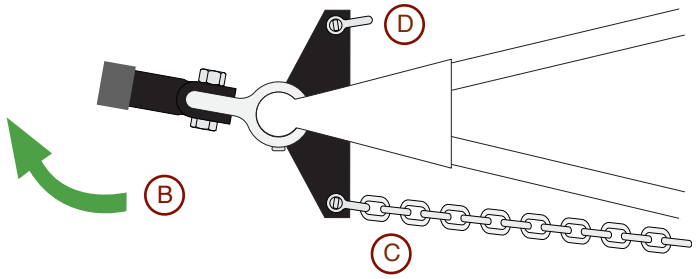
If you are unable to back up your tow vehicle to the same angle as when you unhooked your trailer or the triangle plate is no longer perpendicular to the trailer, then follow the procedure below to straighten out the triangle plate.

IMPORTANT: DO NOT USE A HAMMER TO TRY AND LINE THE PLATE UP IT WILL DAMAGE THE PLATE

Lower the trailer coupler onto the WD ball, secure the coupler and raise your jack out of the way.

Unhook both chains from the triangle plate and secure the triangle plate to the ball.





Attach the chain to the triangle plate on the side that is **closest** to the frame brackets (**A**) –don't adjust the tension nut yet.

Drive forward in the opposite direction of the chain that is attached (**B**) until the chain is tight (**C**). This will turn the triangle plate and bring it close to perpendicular.

Use your trailer jack to raise the coupler until there is almost no weight on the ball. Hook up the chain on the other side of the triangle plate (**D**) and set the correct tension with both tension nuts.

Questions or Concerns? If you have read through the safety information on page 2 and followed all of the installation instructions well, but are still having difficulty with the installation or hook up, please contact your local Authorized Andersen Dealer, visit our website at **www.AndersenHitches.com** or call our customer service center at 1-800-635-6106.

OPTIONAL ADD-ONS for YOUR WEIGHT DISTRIBUTION HITCH

More than one trailer?
Add a WD Trailer Kit to your other trailers so you can quickly and easily switch between trailers with your Weight Distribution system.

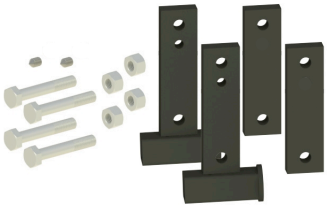
Includes all mounting hardware shown. Available in optional bracket sizes –see next section.

#3372
WD Trailer Kit
Includes triangle plate, chains, washers, nuts, brackets and mounting hardware.
(Specify bracket size.)

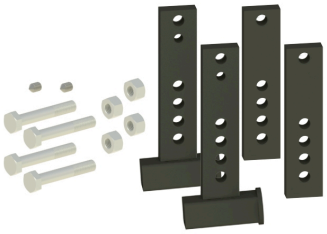
AVAILABLE BRACKET SETS

Each bracket set includes 2 inside brackets, 2 outside brackets, 4 bolts, 4 nuts and 2 (or 4) set screws

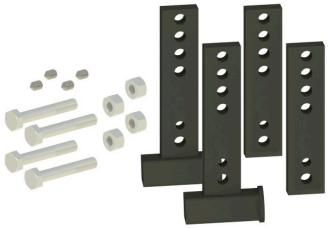
*Made-to-order **Custom Brackets** available on request (custom fees apply)*



#3361
4-3/8" Bracket Set

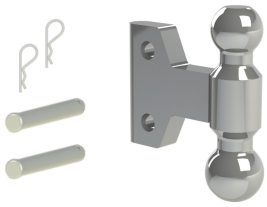


#3359
3"/4"/5"/6" Bracket Set (multi-frame)



#3369
3"/4"/5"/6" RAISED Bracket Set (for low frames only)

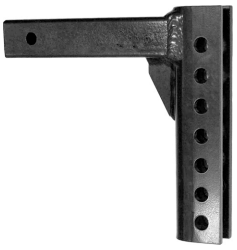
#3387
8" Bracket Set



***IMPORTANT** DO NOT use above Pins & Clips in place of the bolts & nuts when attaching the WD Ball Housing to the WD Hitch shank.*

#3352
2" x 2-5/16" Combo Ball
Use with your WD adjustable shank to pull other trailers when you don't need Weight Distribution.

*Made-to-order **Custom Shanks** available on request (custom fees apply)*



#3351 or #3399
WD 8" Drop/Rise Rack
2" Shank 14K (#3351)
2-1/2" Shank 16K (#3399)

#3353 or #3391
WD 4" Drop/Rise Rack
2" Shank 14K (#3353)
2-1/2" Shank 16K (#3391)

#3366
WD Chain Extensions (1 pair, adds approx 11.25")

SEE MORE ACCESSORIES AT www.AndersenHitches.com

Andersen 'No-Sway' Weight Distribution Hitch Limited Lifetime Warranty

WARNING: The weight ratings and certifications for the Andersen Weight Distribution Hitch are intended to represent only the product capability and in no way reflect the capacity or ratings of any towing system it is used with. In many cases, the rating of our hitch will be greater than those of the vehicle towing system, hitch, and trailer being used with our accessory. We strongly advise the consumer and operator to learn the ratings of the various components of the towing system and to NOT exceed the limits of the lowest rated component.

LIMITED LIFETIME WARRANTY: Andersen Mfg. Inc. ("ANDERSEN") warrants to the original purchaser ("BUYER"), the Andersen "No Sway" Weight Distribution Hitch ("PRODUCT") against latent defects in materials and workmanship under normal use and service, rust, corrosion and ordinary wear and tear excepted, from the date of retail purchase for the ownership life of the original BUYER, subject to the limitations as set forth below.

If the PRODUCT is latently defective ANDERSEN will replace or repair the PRODUCT and/or associated parts when a proper Return Merchandise authorization (RMA) number is obtained by the BUYER, and the PRODUCT is returned with transportation charges prepaid to ANDERSEN manufacturing plant.

ANDERSEN shall not be required to replace or repair any items damaged as a result of improper installation, unauthorized alteration, unreasonable use, or improper maintenance including, without limitation, loading the PRODUCT beyond the PRODUCT's rated load capacity, damaged caused by an accident, sudden impact arising from a collision or other abnormal occurrences. BUYER is responsible for maintenance checks to the PRODUCT on a regular basis.

Since it is beyond ANDERSEN's control as to what trailers or vehicles the PRODUCT may be used with, and what condition said trailers or vehicles may be in, ANDERSEN will not warrant or assume liability for damages incurred. It is the responsibility of the BUYER to have the trailer braking system checked and maintained on a regular basis. ANDERSEN does not warrant against discontinuation of PRODUCT, acts of God, defects in items or components not manufactured by ANDERSEN, or against damages resulting from such non-ANDERSEN made products or components. ANDERSEN passes on to BUYER the warranty it received (if any) from the maker thereof of such non-ANDERSEN made products or components. This warranty also does not apply to PRODUCT upon which repairs have been affected or attempted by persons other than pursuant to written authorization by ANDERSEN .

THIS WARRANTY IS EXCLUSIVE. To the extent allowed by law, ANDERSEN shall not be liable for any incidental, consequential, or any other damages including, without limitation, breach of any implied warranty, merchantability, or fitness of the PRODUCT for a particular purpose. The sole and exclusive obligation of ANDERSEN shall be to repair or replace the defective PRODUCT in the manner stated above. ANDERSEN shall not have any other obligation with respect to the PRODUCT or any part thereof, whether based on contract, tort, strict liability, or otherwise. It is understood that the seller's liability, whether in contract, in tort, under any warranty, in negligence or otherwise, shall not exceed the return of the wholesale amount of the purchase price paid by the BUYER. Under no circumstances, whether based on this Limited Warranty or otherwise, shall ANDERSEN be liable for incidental, special, or consequential damages. The price stated for the PRODUCT is considered in limiting ANDERSEN's liability.

ANDERSEN's employees, representative's or Dealers ORAL OR OTHER WRITTEN STATEMENTS DO NOT CONSTITUTE WARRANTIES, shall not be relied upon by BUYER, and are not a part of the contract for sale or this limited warranty.

This warranty does not include labor charges nor does it include transportation charges for returning the PRODUCT to the consumer. Removal, shipping and installation of the replacement PRODUCT or replacement parts shall be at BUYER's expense.

Return Merchandise Authorization (RMA) and warranty procedure may be obtained by visiting Andersen's website at **www.andersenhitches.com** and clicking on 'Return Policy' at the bottom of the page, or by calling our customer service department at 1-800-635-6106.

Warranty Registration and Validation
Andersen 'No-Sway' Weight Distribution Hitch

Send to: Andersen Hitches Registration
3125 N. Yellowstone Hwy, Idaho Falls, ID 83401

*All information must be completed and sent or faxed to Andersen Hitches 208-523-6562
–or go to **www.AndersenHitches.com/register** and complete your registration online.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Purchase Date: _____ Installed by: ☐ Dealer ☐ Self

Dealer name: _____ City: _____ State: _____