

# Sway Bar Setup (Most Get It Wrong)

*Sway bar. The piece between your truck and your trailer that prevents the trailer from whipping. Most setups are wrong. Five-minute fix.*

Type one — friction sway bar. Adjustable knob on the side. Tightens to add friction. Add resistance to the trailer trying to whip around. Set it just below the point where it stops your trailer from pivoting freely in tight turns.

Type two — integrated WD-with-sway. Equal-i-zer brand is most common. Bars themselves provide sway control through geometry. No friction adjustment. Easier to set up. Better at sway control.

Common mistake — running a friction sway bar at full friction. Damages the bar over time, makes tight turns dangerous, doesn't actually stop sway better than properly-set friction. Adjust just below the seize-up point.

Another mistake — running an integrated WD system AND a friction bar. Over-controlled. Trailer doesn't articulate. Damages the hitch.

Pick one system. Set it correctly. Test in an empty parking lot before highway speed.

## THE BOTTOM LINE

**Tomorrow we compare diesel and gas Class A. Follow.**