



Towing and Suspension Solutions

What causes receiver hitch sway and how do you fix it?

The problem

There has to be a little wiggle room in your hitch receiver in order to get a tow bar or ball mount to slide into and out of it. When everything's brand new there isn't a lot of free play, but over just a short period of time on the road, metal-on-metal contact will start to widen that distance.

Excessive free play is called 'slop.' In addition to creating a cacophony of creaks and rattles at the receiver, slop adversely affects your gas mileage and decreases driver control. That's because even a fraction of an inch of free play at the receiver will cause your towed vehicle to sway.

Here's a simple analogy to demonstrate the mathematics of that fact — lay a ruler on a flat surface and rotate one end a fraction of an inch. The other end will move a significantly larger distance. Since a typical towing system is about eight feet from the receiver to the frame of the car, you can see that it doesn't take much slop at the receiver to translate into inches of possible movement at the towed vehicle.

When the tires of the towed vehicle travel over ruts, bumps or any surface imperfection, it will consume all of that available movement before the towing system pulls it back into line. Continue this process over time and it's easy to see how a little play in the receiver translates into a lot of extra movement of the towed vehicle.

Sway is expensive (accelerated wear in the tires and front end components; decreased gas mileage) and dangerous (compensating for sway at the steering wheel is dangerous at any speed).

If you have a drop hitch to level the towing system, be aware of the trade off — while a drop hitch is the best way to bring a tow bar into the Safe Zone, an additional hitch compounds the problem of sway — the slop from both joints is amplified.

The solution

Quiet Hitch™ takes the slop out of the system, keeping everything tight. Less movement in the hitch receiver means less movement at the car. Less movement at the car means less sway, which translates into a safer, smoother ride.