

## The T-bar job sucks !!

Posted by cullenwinter - 08 Mar 2009 12:23

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I tore my car down last weekend which went pretty smoothly, but did take an entire day, as I opted to fully remove the axles, trailing arms and drop the exhaust to have more room to work. I also was doing brake line and some cheater parts (header wrap and a new seat cover for my sparco) Reassembly pretty much sucked largely due to weather (45F with 35 mph winds) but it was a BI-ATCH of a job. I have much respect for all that have done it ! How many beers did you need when you were done ?

I had two problems. On the first, I posted my solution under the thread on spring plate bushings, no big deal. The second one I'll need some advice on please.

I broke one of my T-bar tabs off reinstalling the tube, due to the lack of clearance in the fender well and a crappy weld. I DO NOT want to do this job again, so I'm thinking that I should do like many others and drill the "hole in the side of the car, and get somebody with mad welding skills to put on a new tab (without fusing my splines together) Or maybe drill and tap the end of the bar, stick a bolt in it to pull it out, then get the new tab done. What do you guys think ?

I kind of blew my ride height estimate with the stiffer bars, as I ended up at 6.5" to the bottom of the rocker lip. I think that's pretty much stock height. Does anybody race up that high ? My lazy side is thinking I should just run with it, see how it feels, and justify it with my small knowledge of strut suspension geometry. I think that when you lower, it brings down the center of gravity, but raises the roll center which is a bad thing. Any thoughts on that ?

BTW the strut and coilover job was a breeze, and I opted for micro cellular jounce bumpers. That should give me an advantage !!

Thanks for sharing your knowledge

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## Re:The T-bar job sucks !!

Posted by 944cer - 09 Mar 2009 07:34

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Since I have not gotten that far yet; Is the purpose of the tab to have something to pull on or to turn the bar? Just wondering since the pics I have seen just show a "x1" maybe 1/8th "thick metal piece welded on the end with a hole in it.

Is the hole in the fender to pull the t-bar all the way out or access?

I read the re-indexing write-up in the tech section, took measurements. Is there something else I should read before proceeding?

Thanks for the help on stupid questions. I don't have that much time and don't want to mess it up.

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**Re:The T-bar job sucks !!**

Posted by cullenwinter - 09 Mar 2009 13:35

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correct and correct. Clark's garage has a good walk through on the T-bars under garage shop manual, and here: [members.rennlist.com/944sandmore/torsbar1.htm](http://members.rennlist.com/944sandmore/torsbar1.htm) and here: [members.rennlist.com/944sandmore/torsbar2.htm](http://members.rennlist.com/944sandmore/torsbar2.htm)

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**Re:The T-bar job sucks !!**

Posted by SvoChuck - 09 Mar 2009 15:02

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Measure and protractors ... yuk.

Install the rear shock at the top and let it hang loose at the bottom. when the bolt will go right into the shock you are real close to "ride height. or call me and I will walk you through it.

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**Re:The T-bar job sucks !!**

Posted by mcm motorsports - 09 Mar 2009 20:54

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Here are my tabs: