

# Evolution of the T-bar

The T-bars have changed quite a bit over the last decade; this guide is to help you determine which model you have.

In 1998 the very first Sky Ski T-bar was made from Cast Aluminum, we called it the “Fork Top” T-bar. For this first year the “keel” at the bottom of the fuselage ended abruptly just underneath the trailing edge of the strut. So we called these early fork top t-bars “half keel”. Since early 1999 all Sky Ski t-bars have been made with “full keels” that extend all the way back to the leading edge of the rear wing. These “full keel” Cast T-bars were manufactured until early 2004.



In 2001 the Limited Edition was created, and it also was a “fork top” t-bar, though it did look slightly different as the outsides of the fork were tapered in at the top.

In late ‘02 & ‘03 the Limited edition utilized a triple through bolt system that allowed for a tighter fit. Although this changed the look of the top of the t-bar considerably, these t-bars are still compatible with all Sky Ski seat towers. In some cases some hardware changes are necessary.



In 2004 there were many changes. The biggest was to the Pro SS & ST T-bar. Instead of casting these parts we began using solid aluminum extrusions due to higher strength and better quality finish which resulted in stronger parts and better performance. The top of this t-bar no longer has the large 2-pronged fork on top, in fact it is the same shape as the strut all the way to the top, with a 3/8” slot in the very top and a hole lower thru-bolt. We joined the strut & fuselage together by “mortise & tenon” style joint, then welded the two together. Also at this time is the Limited Edition T-bar. The shape is basically the same except the upper and rear holes are now slots, so only the removal on one thru bolt is necessary to change out the hydrofoil.



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In 2006 the “B39 Launch” model was created as a price-point version of the Limited Edition. It featured a longer t-bar (like the LE) but manufactured like the Pro SS. The Launch model also features multiple holes in the top of the strut so it can be ridden at 3 different lengths; 36”, 37.5”, & 39”.



In 2006 we began joining the Pro SS & ST t-bar together via bolts instead of welds. We found this method to be an improved and more efficient way of production that resulted in stronger parts.

In 2008 we began bolting the Launch together just as the Pro SS & ST.



In early 2009 the L.E. t-bar got a small revision, just addition of another pocket in the top stock section.