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Posted by [Wayne Parham](#) on Sat, 25 Jun 2022 23:38:43 GMT

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Looks really nice! I love that midwoofer!

About the T-Nuts - you said a couple screws are hard to turn - be careful with those, especially since the T-Nuts are now epoxied in place.

I often see this on builds, and it's usually no big deal. But you can make it a bad deal if you're not careful. So let's go through it really quickly. I just don't want your T-Nut threads to get damaged.

Usually, when I see threading difficult, it is due to one of two things:

1. The position and/or alignment of the T-Nuts is just slightly different than the holes in the midwoofer.
2. The threads have been slightly damaged by the process of installing them.

So do this: Try to run screws into the T-Nuts using only your fingers. This is best done when no driver is in place. It is just to see that the T-Nut and screw threads are in good shape. They should spin freely, all the way down.

If one doesn't, find out if it's the T-Nut or the screw. Try a different screw first, and if another screw goes in easily, then discard the difficult screw. It may have damaged threads.

If more than one of your screws go in hard - assuming the screws are new and in good shape - then the T-Nut threads have been damaged. I sometimes encounter this when screws are used to drive the T-Nut into place. That's a great idea, but you have to use several "sacrificial" screws because the screw threads become damaged after repeated high-torque applications, and a screw with damaged threads will harm any T-Nuts its used with.

So if the T-Nut threads are damaged, then use a tap to clean up the threads. If you don't have one, go to a hardware store and buy a tap and tap-wrench. They're inexpensive, and they'll clean up the threads and make 'em good as new.

Once all the T-Nuts allow screws to thread in easily, now we can check for driver mounting hole alignment. Set the driver in place and hand thread each of the screws. If one goes in a little hard, slightly rotate the driver to re-index it. By leaving all the screws loose - just a few turns for each screw - you can get 'em all started. Once you do that, you can probably safely tighten each screw without cross-threading any of them. That's obviously the goal.