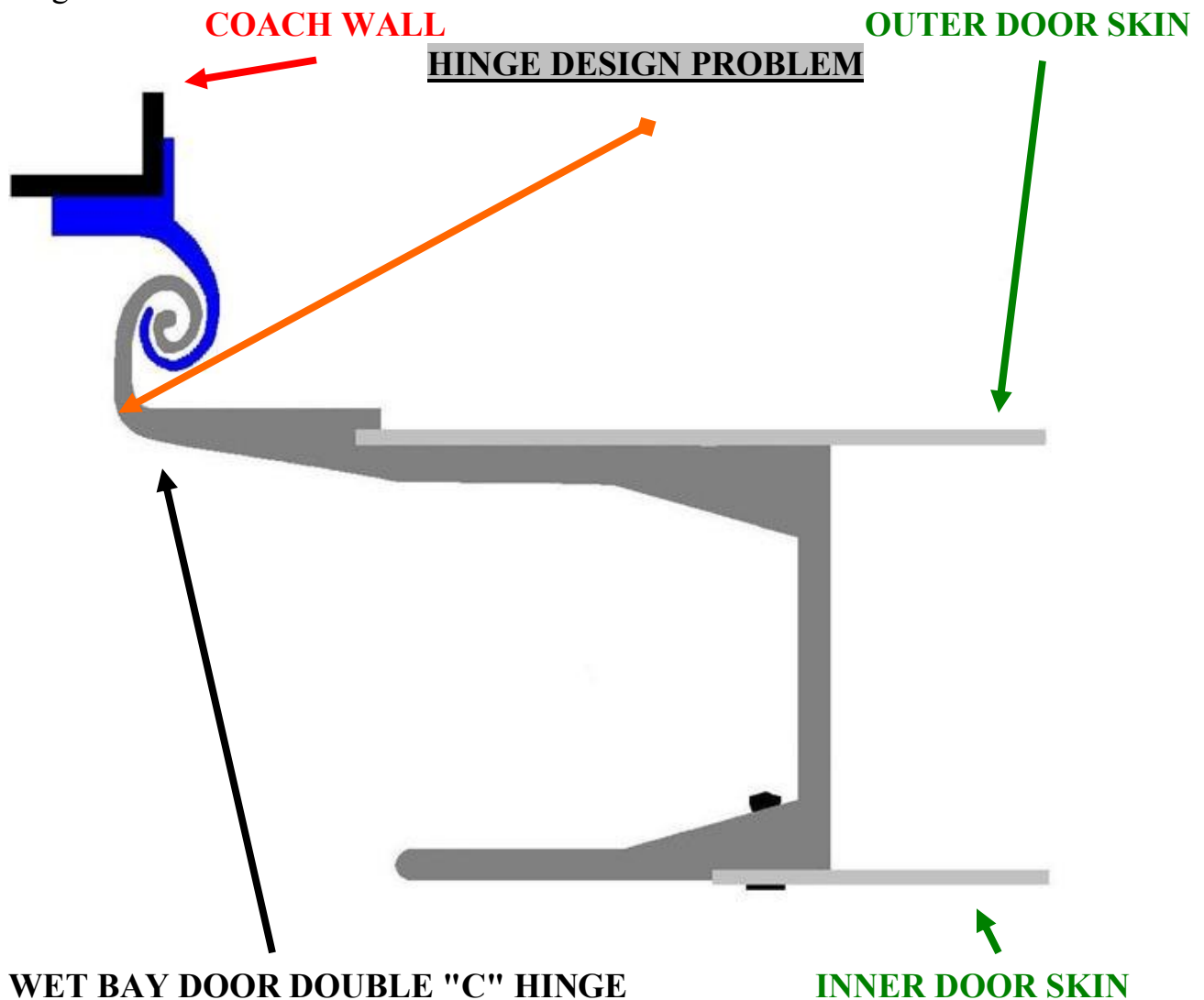


# Wet Bay Door "C" Hinge Revision

After my initial posting of the Wet Bay Door "C" Channel problem, I decided additional information needed to be added to the original PDF document. When building and installing the "C" channel blocks a clearance gap is absolutely necessary between the door hinge and the new door "C" channel blocks. TMH designed the top hinged doors in a way that the back of the "C" is stretched and not rounded as the door is swung open or closed the back corner of the "C" hinge **WILL EXERT EXTREME PRESSURE** on the door hinge unless a clearance gap is provided during installation of the blocks. My coach required between 1/8 inch and 3/16 inch clearance otherwise the door hinge would bind during opening and closing of the door. If no gap is allowed it is my opinion that the hinge will fracture at some point, the "C" hinge aluminum is an extruded piece of metal and not a rolled piece. Below is a rendering of the channels, coach sidewall and the wet bay door top extruded aluminum hinge of the wet bay door on my 2007 coach. I do not believe TMH changed the design of top hinged doors before they began producing the side hinged doors.



If you look at the orange arrow you can see where the bind will come into play without an adequate clearance gap allowed when installing the new blocks. Looking at the door hinge you can see it is not rounded (its more egg shaped on the corner) whereas the wall hinge is round.

To remove the top hinged doors, I recommend two people hold onto the door to prevent damage or injury. Remove the air springs from the door. To unhinge the top hung doors requires the door to be open at least 90 degrees then lifted at the hinge and pressure applied toward the coach. The inward and upward pressure in some cases a little up/down wiggle of the door will unseat the hinge. The door is not very heavy but it is awkward to handle for one person. I used a padded table with three wooden blocks to prevent damage to the bottom curved door lip and the door release mechanism.

An additional point I would like to pass on. It is my opinion that an attempt to bend the door hinge to prevent the hinges from unhinging would be a mistake. I believe the aluminum would crack at some point in the future and become an owner problem, not a warranty problem. If TMH bends the doors hinge to correct this problem. I recommend the owner document, names of who did the work, the name or names of who authorized the repair along with when and where the work was performed. Along with the above information keep all of the paperwork in a safe place as a **CYA** measure.