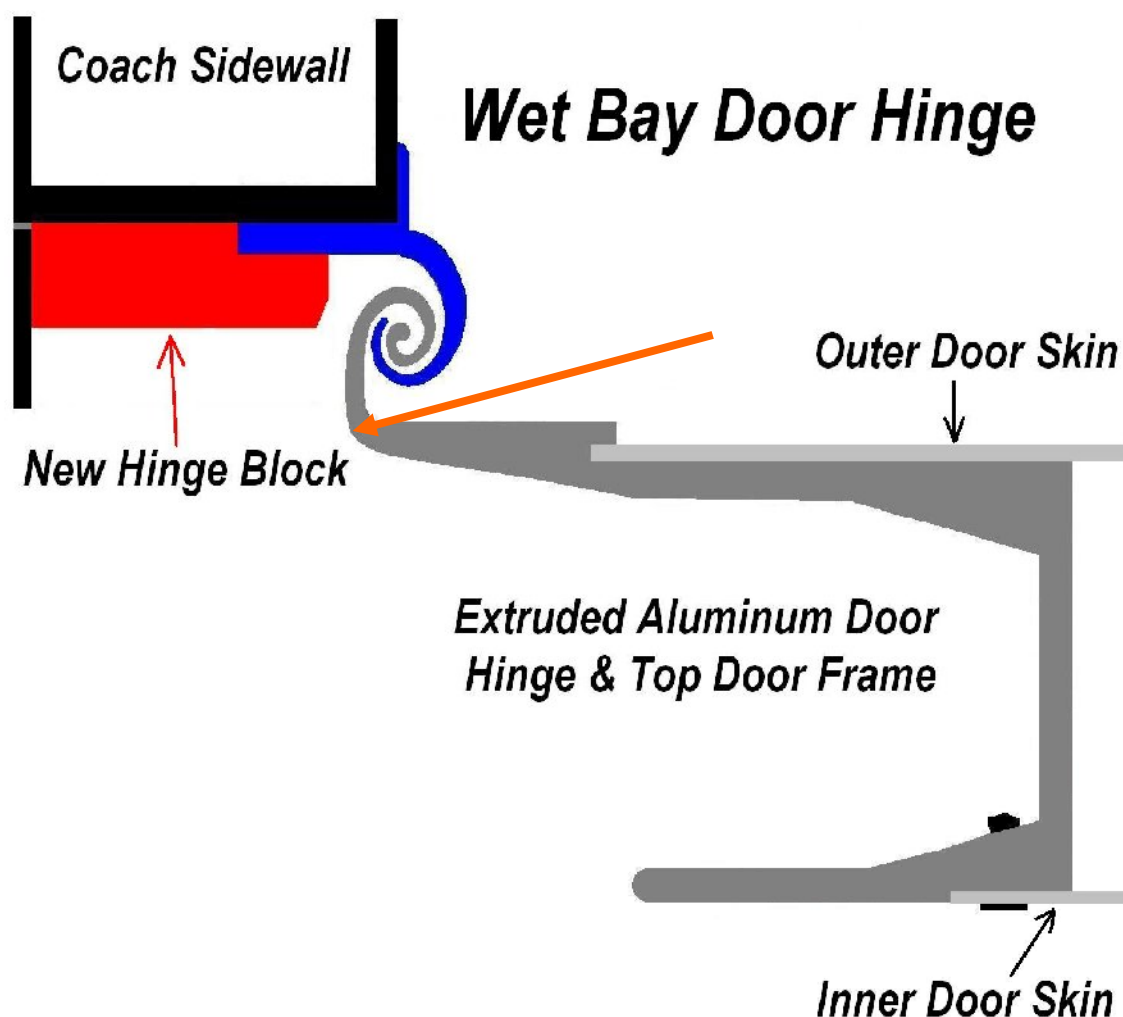


Wet Bay Door "C" Hinge, Revision 2

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 on my 2007 Phaeton. I do not believe TMH changed the design of the top hinged doors before they began installing the side hinged doors on later models.



Looking at the orange arrow you can see where the bind will come into play as the door is closed, the channel will rotate and come in contact with the new door blocks without adequate clearance. Looking at the Wet Bay Door hinge you can see it is not rounded like the letter "C" but more rounded like the side of an egg.

I recommend using two people to hold onto the door when removing the top hinged doors to prevent damage or personal injury. Remove one end of both air springs from the door. To unhinge the top hung doors requires the door to be open at least 90 degrees, then while lifting up at the hinge, apply pressure on the door toward the coach. The inward and upward pressure and 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 if the hinge is bent the aluminum would crack at some point in the future and become an owner problem, and 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.