

How to...

...REPAIR A HARTALIGHT FLYSCREEN DOOR

5 hours

On a recent trip in our 2013 Bailey Approach 760 (based on a Peugeot Boxer 2.2HD1) through France to Spain, we used the flyscreen door on the inside of our habitation door.

Having pulled the thing across, it soon became clear that two of the black nylon cords within the black mesh screen had frayed on the upper part of the door. This made the door very floppy – which is a bit like me after a few drinks!

We were, at this time, in Saint-Jean-De-Luz near the Pyrenees. I contacted my dealer and was informed that these doors cannot be repaired. I then went onto the Bailey parts website and discovered that a replacement door would cost £307.98. All because a 1.5mm cord has snapped!

So, on our return home, as the

door needed to come out anyway, I thought, why not have a go at fixing it? So I did...

Taking my time, this fix took me around five hours to do and I suspect this is the reason the dealer was not interested in fixing these screens – it would probably cost as much in labour as it would to buy a new door.

Who knows how long this fix will last...but it's much cheaper than buying a new flyscreen door!

Why did these cords fray? I think that maybe the door at the top is more subject to movement and vibration as the bottom is sitting on a rail.

I am also going to make a simple fastener using some Velcro that holds the door firmly in place when it's open, so as to reduce any further opportunity for movement.

RICHARD HILL

- ✓ Crosshead and flat-bladed screwdrivers
- ✓ Flat blade to pry up plastic bungs
- ✓ Torch to see clips
- ✓ Pliers
- ✓ Side cutters
- ✓ Masking tape
- ✓ Stanley knife – loose blade
- ✓ 1.5mm black nylon cord (Beads Direct Ltd, £3.47 inc carriage)
- ✓ Technicgl polyurethane adhesive (£3.99 delivered from 'matts_importandexportit' on ebay)

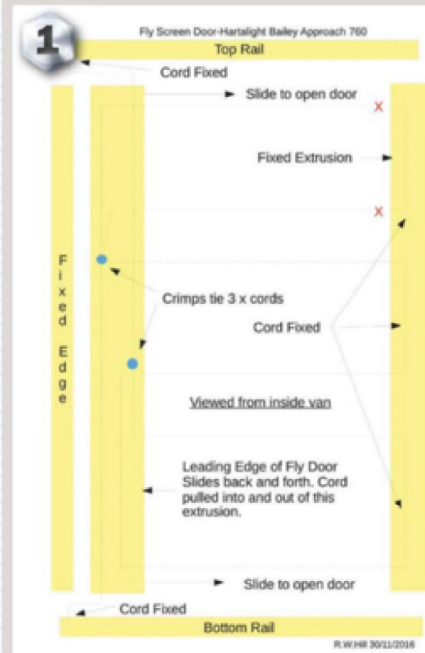


USEFUL CONTACT

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1 Before removing the door, it helps to understand how it works. As the leading edge of the door is opened, all the cords are pulled up and down in the leading edge extrusion. There is a top drawstring that pulls the lower cords and a bottom drawstring that pulls the upper cords as the door is slid open.

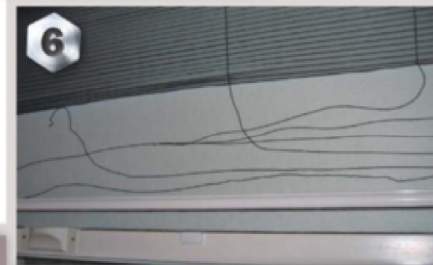
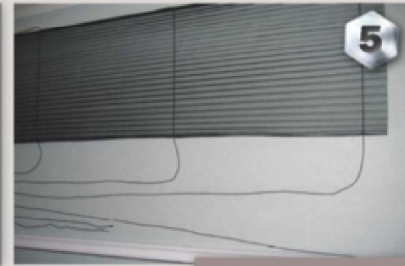


2 Removing the door from the 'van is fairly straightforward. After removing the plastic bungs with a knife, unscrew the two self-tappers at the top corners and two self-tappers through the aluminium frame at the bottom.

3 The clips, fitted on both sides, can also be unclipped using a dinner knife slid between the door frame and the wall of the 'van. Just applying pressure to the side of the clip, which you can see with a torch and, teasing the frame away from the wall, does it.

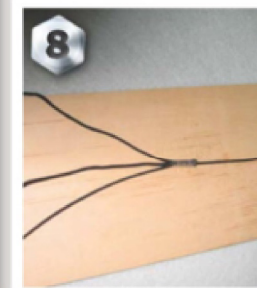


4 Dismantling the door was done on the dining room table... much to the wife's dismay...but it was cold outside! There are self-tapping screws that need to be removed on the corners and plastic clips that hold the corners in place. These can be squeezed with pliers and the parts teased apart using a wide, flat screwdriver. Eventually, you will end up with the frame in four parts.

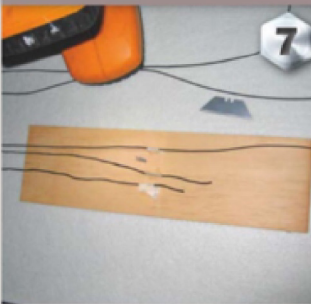


5 The black concertina screen itself is held in position by being slid into a groove in the leading edge door extrusion (the bit you slide to open or close the door). And the other side of the screen is held in position in the same manner in the fixed edge, which does not move.

6 My problem was that the top two cords were broken near to the fixed edge of the door (See diagram at point X). These two cords are in fact one cord that forms a loop and joins a third cord (the bottom drawstring) in the leading edge.



7 The looped cord (with two ends of course) is joined to the third cord with a crimp, which is quite skinny. I managed to open the crimp with side cutters and mark where the join took place using masking tape. I bought some 1.5mm black nylon cord from Beads Direct Ltd and threaded it through the mesh to replace the broken piece. My intention was to find a new crimp so that I could form a new loop and join to the main draw cord. No luck there! So, I decided to reuse the same crimp and glue the cords in place first. Trying to find glue that works on nylon is also a real test. Super Glue doesn't do it. I eventually found a polyurethane adhesive on ebay called Technicgl that worked pretty well. It's used to repair shoes of all types including nylon.



8 I used the original lengths of broken cord to determine the length of my new loop and make sure that both ends were exactly in the right place for joining to the main cord. I then glued all three pieces of cord after scraping with a loose Stanley knife blade (carefully!) so that they were abraded. I used the open crimp to clamp them all together and then, after they had dried, dowsed the crimp in Super Glue to seal it.

9 After allowing the glue to set overnight, I reassembled the door the following day. I checked it all worked well before I refitted the whole assembly to the 'van. It now works well and I've saved over £300. Result!

