Horizon 80mm and 100mm
Maintenance and Service Guide
Section Index

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Rescreening

Top endcap – remove 2 screws

Bottom endcap – remove 2 screws

Top endcap – remove 1 rivet in backer

Top endcap – remove 2 screws
Rescreen 80mm and 100mm

Remove: front housing, cap & spring
**CAREFULLY** it is under tension

*Match mesh spline to the roll tube*

*Tip – Unroll existing mesh and line up new mesh the same way onto roller tube*

Overlay the mesh equal amounts on each end of the roller tube
Rescreen 80mm and 100mm

Secure the tape and roll up the mesh with the existing tape

Place the spring in the upper endcap, re-attach the endcaps, and feed the mesh into the endcaps
Replace the front cover by installing top and bottom screws, and the backer plate with a single screw (supplied by others).

Slide the pull bar onto the mesh spline then tighten the spring.
**Spring Turns 100mm Housings – CLOCKWISE TO TIGHTEN**

**Screening Tips – Factory recommended Spring turns, Phifer 18x14 mesh***

*Spring Tension should only be adjusted after checking install

Factory Setting: 45 Turns on the Spring. Our Standard driver setting of LOW SPEED averages 11 turns on the spring in 30 Sec – wedge the handle open and pull screen out ½ way and start to wind, the pull bar will start to move as the spring winds. If the pull bar does not move there is likely a mis-alignment in the track or housing - STOP winding and check housing and tracks for plumb, level, square, track height

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Rescreen 80mm and 100mm

Spring Turns 80mm Housings – CLOCKWISE TO TIGHTEN

Screening Tips – Factory recommended Spring turns, Phifer 18x14 mesh*

*Spring Tension should only be adjusted after checking install

Factory Setting: 45 Turns on the Spring. Our Standard driver setting of LOW SPEED averages 11 turns on the spring in 30 Sec – wedge the handle open and pull screen out ½ way and start to wind, the pull bar will start to move as the spring winds. If the pull bar does not move there is likely a mis-alignment in the track or housing - STOP winding and check housing and tracks for plumb, level, square, track height

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Do not rotate at full speed of drill as this will cause gears to overheat. Use low gear on drill. Caution: Do not over tension! Never apply more than 100 turns to the Spring. 20:1 gear ratio (20 turns on gearbox = 1 on spring)
To inspect/replace gearbox (located in the top endcap), remove top cap on gearbox, if gears are damaged undo the 4 screws in the gearbox

Spring Replacement: Follow instructions to rescreen as above and when the spring is removed from the gearbox in the top endcap, replace with the new spring and proceed to reassemble and wind spring

Remove backer plate
Remove cap & spring
Replace spring
Install cap
Wind spring

Gearbox Replacement: Follow instructions to rescreen and when the spring is removed from the gearbox in the top endcap, remove the top cover on the gearbox, and undo the 4 screws holding it in place. Replace with the new gearbox, insert the spring and proceed to reassemble and wind spring

Remove backer plate
Remove cap & spring
Replace gearbox
Install cap
Wind spring
Pullbar difficult to move, won’t retract back to housing

Check the housing(s) are plumb – front to back, left to right, and sitting flat on the bottom

Check the gap in housing is not pinching the mesh

**Check the tracks are level (left to right and front to back), flat and straight, with no humps**

Check the upper and lower track are screwed into place

Check the top and bottom tracks are tight to the housing, and correctly seated in position

Check that there is vertical play in the pullbar

If there is no vertical play in the pullbar, check tracks are aligned and positioned correctly by using the receiver channel or as detailed below.

Checking that tracks are spaced correctly either by using the provided receiver channel, or a measuring gauge to ensure the gap between the “Bottom of the Top track and the Top of the bottom track is **2” less than the height of the housing**

Apply Dry Silicon to the tracks
Pullbar difficult to move, won’t retract back to housing

If the Pullbar won’t retract all the way back to the housing or mesh is “bunching” up it is likely due to stress on the housing during installation (when operating the screen, it is also typically louder). Remove the front housing cover only.

*Top endcap – remove 2 screws*  *Bottom endcap – remove 2 screws*

*Lower Track Spline on left, cut to fit*  *Locate small spline in the channel*
To release the brake rods on doors with mohair on the pullbar (standard on single doors, magnets are standard on the double door pull bars)

Remove the handle cover plate - insert a flat head screwdriver around the mohair to unclip

Unscrew the 2 small 2mm Allen screws (one on each side, one at the bottom and one at the top)

With the handle released, before tightening the 2mm Allen screws, position the lower set screw is as low as possible in the channel – then tighten the screw. Repeat on the other side on the upper set screw, making sure that it is as high as possible in the channel – then tighten the set screw
Replacing Pullbar end caps

Remove the handle cover plate - insert a flat head screwdriver around the mohair to unclip

Unscrew the 2 small 2mm Allen screws (one on each side, one at the bottom and one at the top)

Unscrew and remove the endcaps from the pull bar – 4 screws on each end
Replacing Pullbar end caps

Remove the 8 screws that fasten the handle to the Pullbar, 4 on the top and 4 on the bottom and separate the handle from the Pullbar.

To rebuild, hook the brake rod onto the Pullbar endcap, insert the endcap into the and re-fasten the 4 screws on one end of the Pullbar.
Replacing Pullbar end caps

A) Brake rod projects out the other end of the Pullbar, feed the brake rod it the slot in the handle, make sure the brake rod is located in the slot with the screw – do not tighten the 2mm Allen screw

B) Insert the handle into the Pullbar

C) Fasten the 4 screws to connect the handle and Pullbar

Repeat with the other Pullbar end cap

Release the handle, position the lower set screw is as low as possible in the channel before tighten the 2mm Allen screw, tighten the screw, both sides then replace the covers
With a flat head screwdriver, gently remove the handle cover plate - insert a flat head screwdriver around the mohair to unclip

Release the 2mm Allen set screws in the handle – 1 on each side, 1 on the top side, 1 on the bottom side
Remove the 4 screws from each Pullbar endcap, and pull out the endcap

Remove the 8 screws that fasten the handle to the Pullbar, 4 on the top and 4 on the bottom and separate the handle from the Pullbar
To rebuild, hook the brake rod onto the Pullbar endcap, insert the endcap into the and fasten the 4 screws on one end of the Pullbar

The brake rod will project out the other end of the Pullbar

A) feed the brake rod it the slot in the handle – do not tighten the 2mm Allen screw

B) Insert the handle into the Pullbar

C) Fasten the 4 screws to connect the handle and Pullbar
Repeat with the other Pullbar end cap

With the handle released, before tightening the 2mm Allen screws, position the lower set screw is as low as possible in the channel – then tighten the screw.

Replace the cover
Magnet not holding

Single doors: Standard configuration does not have magnets

Optional magnets: check that the magnets are correctly aligned between the Pullbar and receiver channel, and that one is not installed upside down

Double doors: Standard configuration has magnets on both pull bars and brake latches on the top (optional to have brake latches on the bottom)

Check that brake latches are installed at the track or corner joiners on the top

Check that the magnets are correctly aligned between the Pullbar and receiver channel, and that one is not installed upside down

Mesh damage

Mesh damaged by impact or tearing

Weld failure clean, straight mesh