

A View Towards Excellence

Horizon 80mm and 100mm
Maintenance and Service Guide



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Rescreen 80mm and 100mm

Rescreening

Top endcap – remove 2 screws

Bottom endcap – remove 2 screws



Top endcap – remove 1 rivet in backer

Top endcap – remove 2 screws



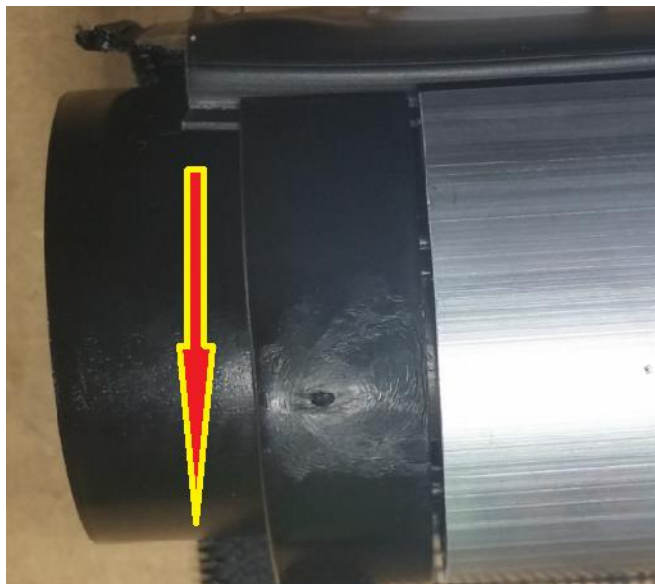
Rescreen 80mm and 100mm

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



Rescreen 80mm and 100mm

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

Rescreen 100mm

Driver Timing – CLOCKWISE TO INCREASE TENSION

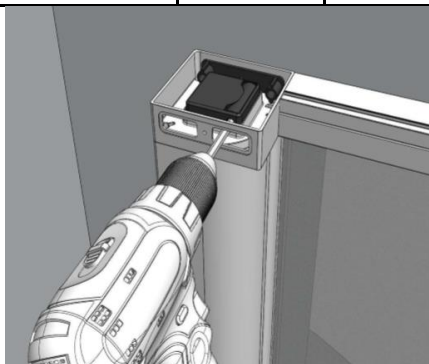
Screening Tips – Factory recommended seconds to tension, Phifer 18x14 mesh*

Factory Setting: Our Standard driver setting on LOW SPEED averages 11 **spring** turns in 30 Sec.

Lay the unit down, screen side down, pull bar away from you. Wedge the handle open and wind the gear box while moderately drawing the pull bar back and forth to maintain thorough tension.

Seconds to tension from reset (0 turns)

Horizon 100m	Width					
Height	10	12	14	16	18	20
6	103	109	114	120	125	130
8	109	114	120	125	130	136
10	114	120	125	130	136	141
11	117	122	128	133	138	144



Reinstall the unit. Test by drawing the screen out. Tension may be increased or decreased while the unit is in place if necessary.

Do not rotate at fast speed! Do not over tension! Never wind for more than 250 seconds from reset.

Rescreen 80mm

Driver Timing – CLOCKWISE TO INCREASE TENSION

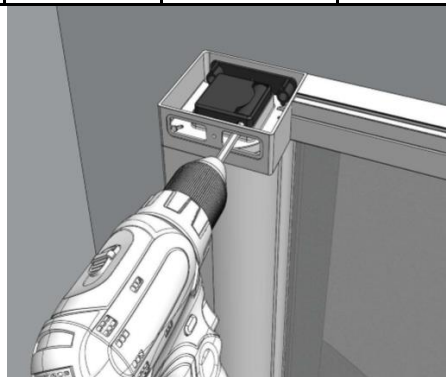
Screening Tips – Factory recommended seconds to tension, Phifer 18x14 mesh*

*Factory Setting: Our Standard driver setting on LOW SPEED averages 11 **spring** turns in 30 Sec.*

Lay the unit down, screen side down, pull bar away from you. Wedge the handle open and wind the gear box while moderately drawing the pull bar back and forth to maintain thorough tension.

Seconds to tension from reset (0 turns)

Horizon 80mm	Width					
Height	4	6	8	10	12	14
6	87	93	98	103	109	114
8	93	98	103	109	114	120
10	98	103	109	114	120	125
11	101	106	112	117	122	128



Reinstall the unit. Test by drawing the screen out. Tension may be increased or decreased while the unit is in place if necessary.

Do not rotate at fast speed! Do not over tension! Never wind for more than 250 seconds from reset.

Replace Gearbox or 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

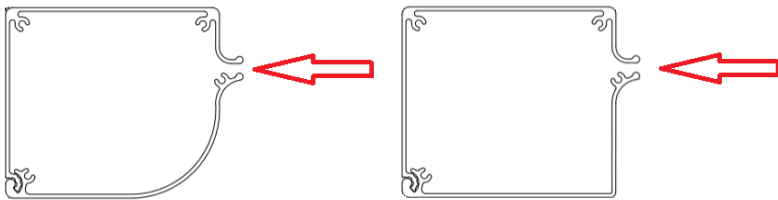
Install cap

Wind spring

Pull-bar difficult to move, won't retract back to housing

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

Check the gap in housing is not pinching the mesh – if the housing has been twisted or forced into the opening during the install, the slot may get squeezed smaller. This will prevent the screen from operating smoothly or at all.



Check the tracks are level, flat and straight, with no humps

Check the upper and lower track are screwed into place

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

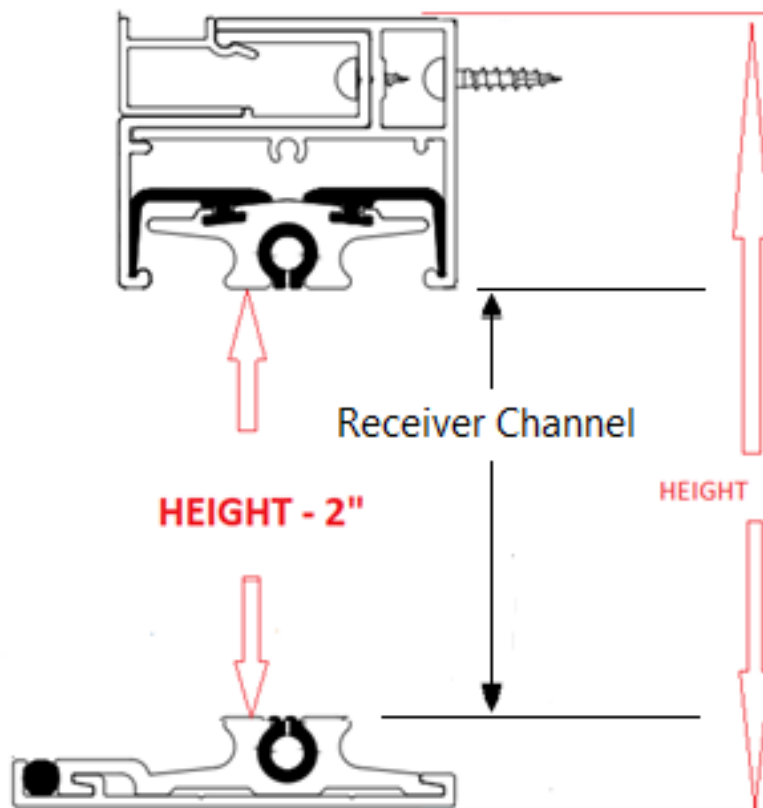
Check that there is vertical play in the pullbar

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.

Pull-bar difficult to move, won't retract back to housing

*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



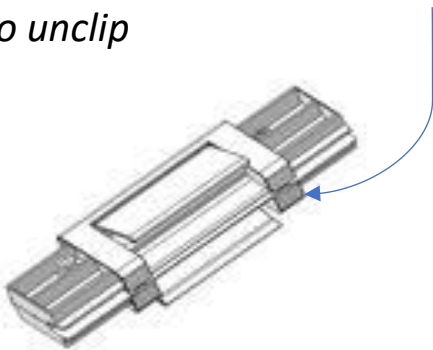
Locate small spline in the channel



Adjusting Brake rods

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 handle 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

A



B



C



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



Re:Re Handle

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



Re:Re Handle

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



Re:Re Handle

To rebuild, hook the brake rod onto the Pullbar endcap, insert the endcap into the handle 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

A



B



C



Re:Re Handle

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

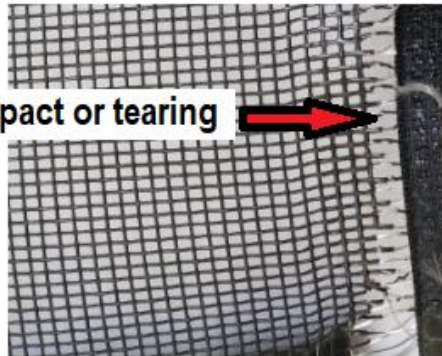
Double doors: Standard configuration has magnets on both pull bars and brake latches on the top (optional to have brake latches on the bottom)

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

