Removal & Refitting procedure
removing train doors

- We *remove* a component and *refit* components from and onto the car body
- From the inside loosen two *M-20 nuts* with *spanner number 30*
- Now *take out* the lock pin
- *Push and take out* the driving arm pin
- *Open* the allen screw under the saloon flap with 4mm allen key

Disassembly process.jpeg

Notice !
// We ***loosen*** screws/nuts that is we make them loose but leave them where they belong
// We ***open*** screws that means we unscrew and remove them completely
// We loosen or open screws ***with 4mm allen key*** or ***with spanner number 30 , 27 , 13*** etc.

- Lift the flap and put it on stand

Disassembly process_1.jpeg

- Open 4 screws with washers of the anti-friction strip of the left leaf and take the strip out
- Now we need to ***fix*** two vacuum clamps on the door leaf
- Carry out the same procedure on the right leaf of the door
- Holding the lifting clamps gently take out the door leaf and put it down onto a soft surface

- Gently lift the leaf and ***insert*** it into the two holding brackets
- Insert four allen screws with washers , apply Loctite .243 and tighten them with 6mm hex key

- Clean the anti-friction strip and fix it on the door leaf inside
- Fix 4 screws with washers and tighten them after applying Loctite .243 .
- Make the marking
- ***Torque*** the main holding screws ***at*** 17.3 Nm

NOTICE!

Bolts , screws and nuts are painted after tightening (torquing) to show if they've slipped or loosened and also as an anti-tamper indicator .

We insert or fix screws in place and then we tighten them up (snug 'em up)

Loctite is a thread-locker that ***secures*** nuts , bolts and other threaded fasteners in place .
We ***apply*** Loctite between two mating threads .

We torque fasteners meaning we apply proper torque to them with a torque wrench .