

## My TriMark 30-900 Door Will Not Open & I'm Locked Out! ... And the Cam-lock (key cylinder) is not the problem

This is happening because there is a little tab (on the outside-half of the TriMark lock) that gets bent with use. This tab can also be temperature sensitive so don't be surprised if this lockout problem only happens when it gets cold outside (35F and below).

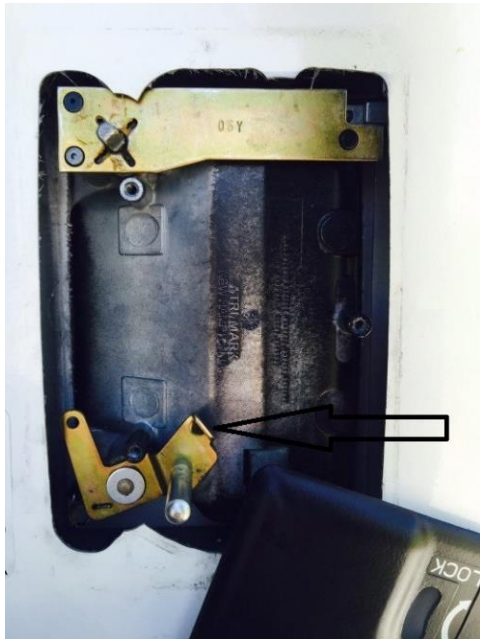
The problem is this: That tab is no longer engaging with the locking mechanism. And the solution is to bend the tab back into position.

Fortunately, this repair is simple... but only if you can get the door open. So don't let this problem repeat itself before you do something about it!

...If you are locked out, don't give up trying to rattle the door open... and spray the cam lock with WD-40 if you need to. You may even find a hair dryer will heat up the lock and you can open the door that way!

**WITH THE DOOR OPEN...** You need to split the TriMark lock halves apart; and then on the OUTER-HALF of the lock, you need to bend that bottom brass looking tab upward! This is the tab located in the picture below that is just to the upper-right of the shiny post/pin. (Look closely. The tab is flat and is looking straight at you.)

INSIDE OF LOCK



### The Repair Process

1. Use a "Star-Bit" screwdriver to remove the three screws that hold the outer and inner assemblies together. Note: These will only separate partially.
2. Use a pair of pliers or bent-nose pliers to get inside... and bend the tab up (away) from the shiny post/pin in the photo. Bend it just 1/16.
3. Once this is done, put the inner and outer assemblies into place, align them properly and replace the three screws.
4. Then follow the lock adjustment instructions below by adjusting the nut ... found inside the door edge... behind the peel off cover plate.
5. Examine your door striker bolt too. It can wear a bit. We wet sanded ours smooth and then rotated it 90-degrees so "new metal" contacts with the door locking cams.

### \*\*\* TriMark 30-900 Nut Adjustment for BOTH Foam Core Door and Metal Doors

1. ALWAYS KEEPING THE DOOR OPEN.
2. Lock the handle from the inside (using the lower manual lock lever)
3. While pulling up on the inside handle (manually)... then turn the nut (behind the door edge cover) clockwise until the latch releases. You will need a skinny, deep 7/16 socket to get to the nut.
4. Manually turn the nut counterclockwise 1-1/4 to 1-1/2 turns.

5. Unlock the door -- and open the door -- from the inside handle to test the door locking function. The latch should release before the inside handle when it reaches maximum travel.

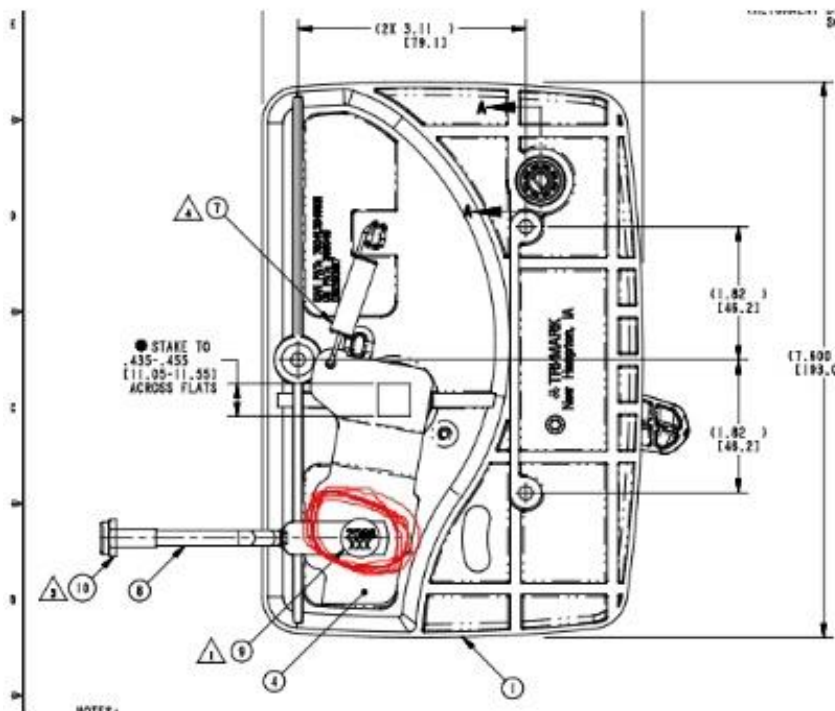
6. Test the new adjustments several times. Then have someone inside the coach... and test the lock again only this time close and lock (then unlock) the door.

Need more assistance? Call TriMark Corp. at 800-447-0343

## OTHER TRIMARK LOCK INFORMATION IF YOU NEED TO ORDER PARTS

Motor Home Entrance Door Hardware 0300900-ABB-CCCC-DE		
A Product Description	B Handing	CC Finish
1 = Exterior Paddle 2 = Inside Release 3 = Exterior Paddle/Inside Release 4 = Kit	1 = Right Hand	32 = Colonial White 37 = Low Gloss Black
CCCC Key Code	D Deadbolt	E Door Thickness
00000 = N/A 23022 = Single KR, Mixed, 02, 2 keys (TM205-250MK/TRI001-098) 33012 = Single, Mixed, 01, 2 keys (KeyOne/TRI001-098) 33022 = Single, Mixed, 02, 2 keys (KeyOne/TRI200-259) 33032 = Single, Mixed, 03, 2 keys (TM301-323MK/TRI200-259) 63022 = Rev KR, Mixed, 02, 2 keys (1091-1140MK/2141-2240) 73012 = Rev, Mixed, 01, 2 keys (KeyOne Plus/2141-2240)	0 = None 1 = Std. Deadbolt 2 = Extended Deadbolt	1 = 1.480-1.520" 2 = 1.614" 3 = 1.875" 9 = Special

## INSIDE 30-900 Door Lock Half



Please be aware there are different configurations of the 30-900 Entry Door Lock. Check your old lock before ordering this replacement.

*The ID of your lock is located on the inside... so you need to remove the lock to know the type/model you have before you order just any 30-900 Entry door lock park. However, I would think if you buy the inside and outside parts you would be okay with Model 1 or Model 2. (Check this out with Tri-Mark Corp first.)*

*If you have the old style lock then this is the correct replacement.*

➔ You will need to take the inside door handle off the door.  
On the inside of the indoor handle there is a number stamped into a rivet or the black cam. (Or it should be there. My lock did not have this number stamped.)

*If your number is 21397 (#21397 replaces #11928) then this replacement will work for you. If it is a different number then this will not work.*

➔ Also, please note if your deadbolt extends **more than 1 inch** this is not the correct lock.

**Color: Outside Black, Inside Colonial White.**

**Dimensions: Outside is 5.4" x 7.6" / Inside is 5.2" x 7.6"**

**Key Blanks: Lock KS101, Dead Bolt KS201**

***This new style replaces the old style with the straight handle.***

## ITASCA DOOR PROP UPGRADE

TIRED OF YOUR DOOR BLOWING OPEN? SOLUTION: INSTALL A DOOR PROP (FROM THE OUTSIDE)

Here's the Winnebago part numbers for three different lengths. I needed the shortest length (12.7") but use the longest length possible to minimize stresses.

**127647-02-01A is 322 mm long (12.7")**

127647-01-01A is 452 mm long

127647-03-01A is 494 mm long



Be sure and use stainless steel fasteners and a stainless steel padeye commonly uses on boats.

NOTE: I installed the rod down low on the door, this way the screws are in the door frame, the other padeye is on fiberglass body and you can access it from underneath your coach. Also if your padeye is larger than your aluminum door prop, that's okay. In fact, it's desirable. Just get some clear tubing and add it to the door prop ends to enlarge the diameter (and it keeps the door firmly secure without scratching the paint).

Also, be sure you pre-drill the door holes and use stainless steel metal screws. And you can use a block of wood (glued & mounted) on the backside of your fiberglass body to anchor those screws. END