

Taylor-Tot

BEAD BAR REMOVAL/INSTALLATION

INSTRUCTIONS

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This is one of the most difficult parts of a stroller's disassembly process. This method has been time-tested and, with a little practice, has been proven to work just fine.

HOW IT IS PUT TOGETHER:

The Bead Bar is inserted underneath a rolled edge of the stroller body. That rolled edge is then completely rolled over ends of the Bead Bar and two 'holding crimps' are stamped into the rolled edge. (See Fig. 1: NOTE: This is an upside-down picture for clarity)

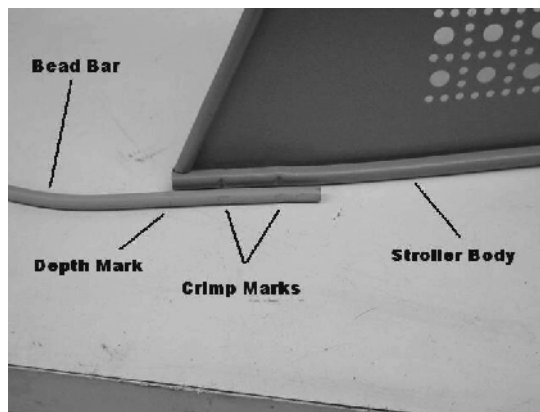


Fig. 1

METHOD OF REMOVAL

The rolled sheetmetal, of the stroller body, must be bent out and up so as to free the Bead Bar from it's crimps.

1: Mark exactly how deep the Bead Bar is in the sheetmetal...AND, which side is which and up or down- so that it can go back in EXACTLY how it came out. It is always best if you put the Bead Bar back in exactly as it was built. (see Fig. 1- "Depth Mark")

I modified a bottle/can opener (by bending two different angles in it- see Fig. 2) so that the tab could be slid under the rolled edge and pry up the sheetmetal. You must be very careful about the prying and put the force on the upper part of where it is rolled over. Start at the edge of the rolled sheetmetal and take small 'bites' as you pry upward. (see Fig. 3)

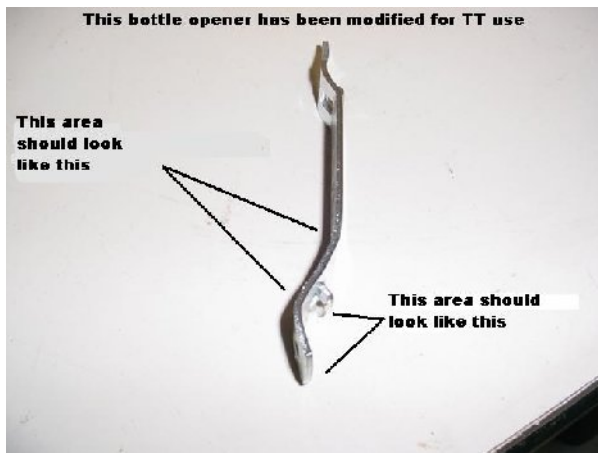


Fig. 2



Fig. 3

Once the sheetmetal has been bent slightly upward and away from the bead bar's crimps, the bead bar will pull free. Do not bend the sheetmetal any more than is absolutely necessary to remove the bead bar.

CAUTION: Do not use a screwdriver to pry the sheetmetal away from the bead bar. The leverage required will cause the screwdriver blade to make pointed 'pry bumps' on the inside of the seat. These can be removed if the remover is an experienced body technician, but it is easier if they are not there in the first place.

BEAD BAR INSTALLATION

1: Insert the ends of the Bead Bar into the sheetmetal, making sure the Bar is aligned correctly, side-to-side and top to bottom.

2: Working with one side at a time, carefully align the factory crimp marks.

3: Use arch-jawed pliers that have been modified by removing the teeth (see Fig 4).

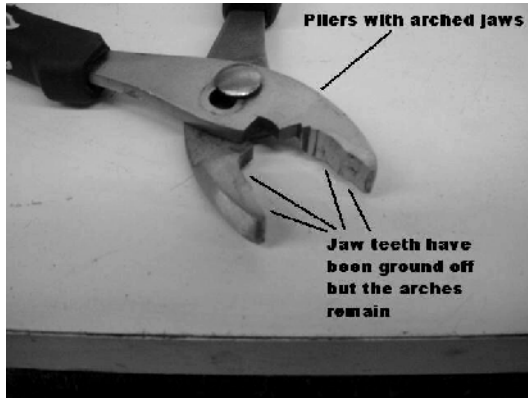


Fig. 4

Wrap the sheetmetal with a leather patch and clamp the plier jaws over that (see Fig. 5)

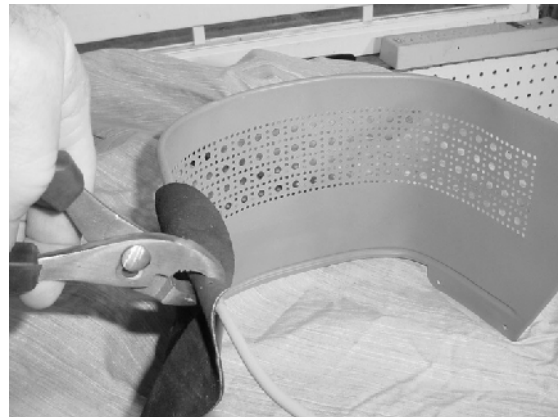


Fig. 5

4: Carefully squeeze the sheetmetal so as to re-wrap it around the Bead Bar and tuck the crimps together. Use the squeezing technique all along the length of the sheetmetal where the Bead Bar is inserted, until the entire factory crimp has been tightened up.