

Here's the before picture of my (July 2020 built) 2021 2922KB Air Conditioner skirt in early 2021:



After getting the Air Conditioner lifted up to where I could examine the skirt, it was obvious that the adhesive/calk that was used underneath the skirt at the factory had never held the front of the A/C skirt in place.

The skirt was firmly attached at the rear and back, but completely loose up front.

In looking at the underside of the old A/C skirt and A/C riser (once the skirt was removed) I could see that the adhesive calk (TremPro RTV Silicone?) had never attached to the bottom side of the front. As soon as the A/C unit was placed on top of the skirt and it was exposed to sunlight the skirt warped which lead to the effort to span the 5/8" gap with Dicor Lap Sealant. Obviously that didn't work and lead to water getting under the A/C skirt and remaining long enough to cause significant rusting of the A/C riser nickel plated screws. (despite the fact that my TrailManor had been covered since October 2020.)

It only took about 90-120 days for the A/C riser screws to rust to the point that some of the screw heads were no longer viable.

Below are the during repair photos, you can see that the water and moisture which had been held under the A/C skirt had caused the nickel plated screws to rust pretty significantly:



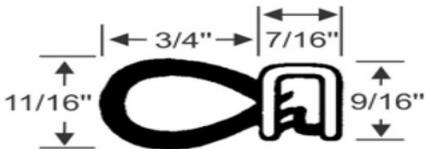


After using rubbing alcohol to get up all of the old Dicor residue, I replaced all of those rusted nickel plated screws with stainless steel ones.

Before removing the old A/C skirt, I applied the following marine grade hatch gasket around the perimeter of the new A/C skirt:

<https://www.steelerubber.com/push-on-seal-70-3582-377>

FOR 1/16" TO 1/8" EDGES



I used a marine grade calk in the edge channel of that gasket which wrapped around the new A/C skirt and attached to it. That marine grade calk needed 24 hours drying time before forming a secure bond around the perimeter of the replacement A/C skirt.

I then placed the replacement A/C skirt on top of the TrailManor to confirm the footprint with the marine-grade hatch gasket applied. Once the footprint was confirmed, I removed the new A/C skirt and placed a fairly healthy bead of Dicor underneath and inside the area that the new hatch gasket would contact when it was set into place and also a very heavy coat along the back side of where the outer A/C skirt meets the inner A/C skirt. (that was due to the A/C skirt not having the same edge flair all the way around)

I also thoroughly coated the top of the inner A/C skirt with TremPro RTV Silicone before putting the new skirt in place and lowering the A/C down on top of the A/C skirt.

Below are placement photos before lowering the AC unit back down (**don't cringe- I have small plywood sheet blocks underneath the concrete blocks you see**):



The application of the marine grade gasket resolves any potential issue of the A/C skirt warping and causing another gap. I also found, (after reassembling and testing the AC) that it also seems to significantly lessen the inside noise when running the Air Conditioner.

The outside A/C skirt appears to have been transmitting a lot of noise to the shell where the rear of the plastic skirt edge met the exterior shell during Air Conditioning operation.

Since I've put everything back together, I've realized that placing a simple gasket between the TrailManor inside shell and the A/C inside square metal mounting plate would probably dampen the vibration noise even more.

Below is the finished repair outside view with the A/C in place on top of the A/C skirt:

