

These instructions cover the preparation of doors and installation of **CS HeavyDuty Track**.
Read through the notes carefully before beginning as different mounting plate positions and setups may be required for different configurations.

HeavyDutyTrack™

1 Contamination of the top track.

Never drill, nail or screw through the centre section of the track. Make sure no dirt, grit or aluminium swarf gets into the track. This could impair the smooth running of the carriages.

2 Prepare the door.

Prepare door as shown (drawing V or W).
Screw both mounting plates to the door with the mounting plates placed exactly in the centre of the door thickness.
Cut a groove for the T-Guide in the bottom of the door leaf to the dimensions and tolerances shown (drawing V).
Make it central of the door thickness and absolutely straight.

3 Install the track (drawing X).

Important: The track must be installed level otherwise the door will roll open or closed by itself.

3 Fix through all the pre-drilled fixing holes provided (drawing X) and never through the centre of the track.

The track must be fitted level and straight. The track for all units with doors over 910mm wide must be fixed to the lintel at 300mm centres through the aluminium flanges on both sides of the track.

Fit the first screws 50mm back from the closing jamb end of the track.

For timber lintels: Use 8 gauge screws penetrating the lintel by at least 25mm.

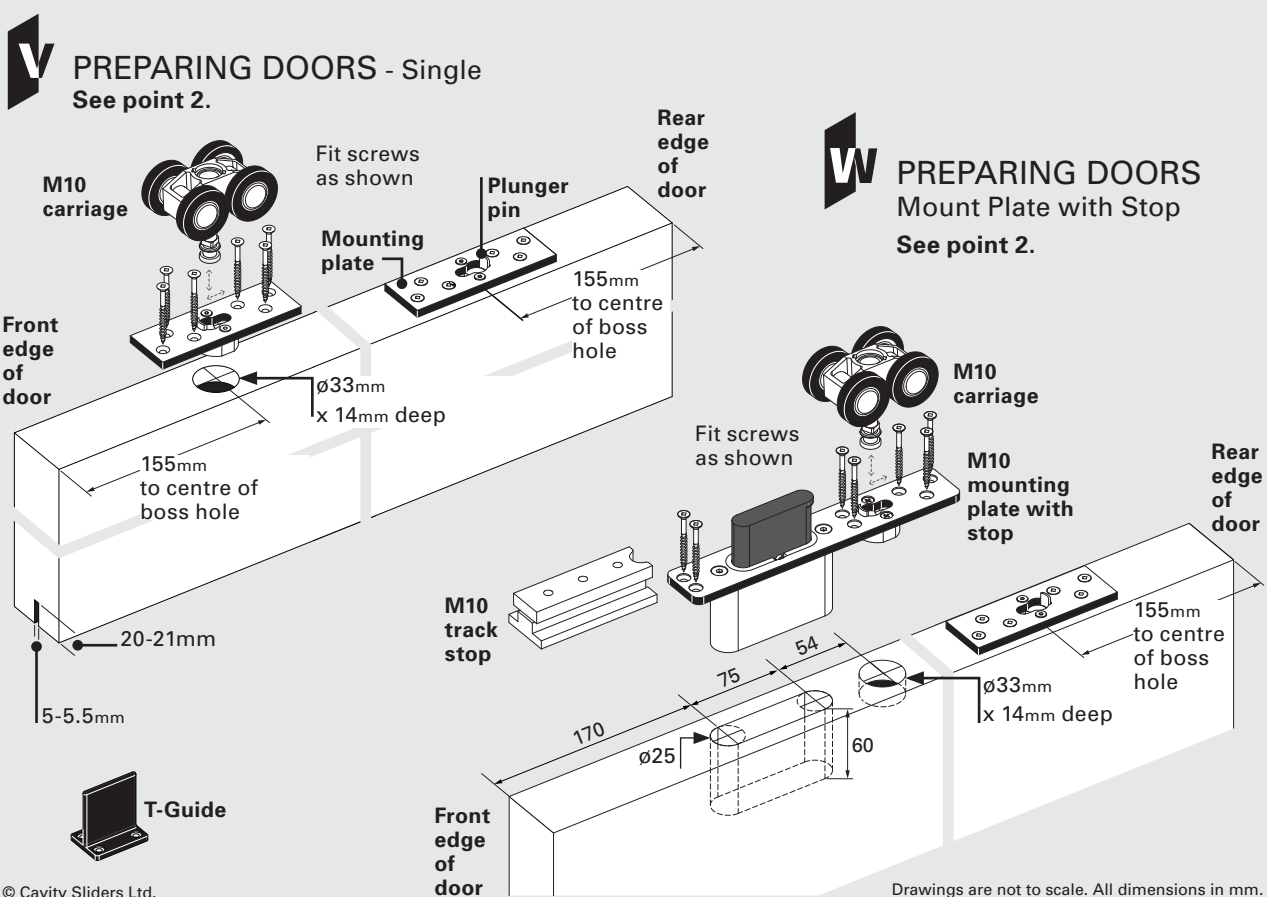
For light steel lintels (under 2mm wall thickness): Use 8 gauge self-tapping screws which penetrate the lintel by at least 5mm.

For heavy steel lintels: Use M5 machine bolts and nuts.

4 Fix the T-Guide (if required, drawing V).

Fix the T-Guide to the floor so that it is not visible when the door is fully open or closed.

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5 Hanging the doors (drawing V & W).

Insert the carriages into the track through the notched end, taking care not to damage the wheels on the sharp edge of the track.

Position the carriages in the track approximately where the mounting plates on the door will be located when the door is in the closed position.

Position the door underneath the carriages. Raise the door up so that the round head of the wheel hanger shaft lines up with the keyhole shaped hole in the mounting plate.

Depress the plunger using the wheel hanger shaft head and slide sideways until it snaps into locked position. Repeat for the other carriage.

Adjust door for plumb and desired under door clearance (instruction 7).

6 For Double (Bi-Parting) doors (drawing W).

Slide the track stop into the track (via the carriage removal notch) and loosely tighten so that the track stop is still able to slide.

Use the door to push the track stop to where you want the door to stop. Slide the door away and tighten the track stops using an Allen key.

7 Adjusting the door height (drawing Y).

Use the small end of the spanner supplied to rotate the hexagonal nut at the bottom of the carriage hanger shaft. Adjust the doors for plumb.

To **raise** door: Rotate spanner from **left to right**.
To **lower** door: Rotate spanner from **right to left**.

Note: The top of the hanger shaft screws into a self-locking nut. If the hexagonal nut is turned downwards too far, the shaft will become loose from the self-locking nut. If the turning resistance suddenly feels much easier, you have gone too far.

8 Removing the door (drawing Y).

Fit the club end of the adjusting spanner over the hexagonal nut at the bottom of the hanger pin (drawing Y).

Use the extended part of the spanner to press down the plunger pin that protrudes up from the mounting plate. Once this plunger is fully depressed, slide the spanner sideways towards the plunger pin.

The whole carriage (including the shaft) will now disengage from the mounting plate.

It is not always easy to slide the spanner sideways. You may need to relieve the door's weight by putting a wedge between door and floor.

Bi-Parting Units (drawing Z):

Remove the carriages as above.

To remove the door, you may first need to move the red stop out of the way:

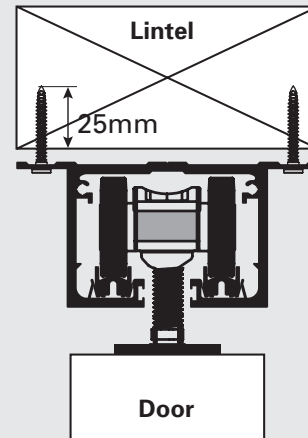
Push the red stop up until the pin is visible (drawing Z).

Push the pin all the way through the red stop and remove it from the stop.

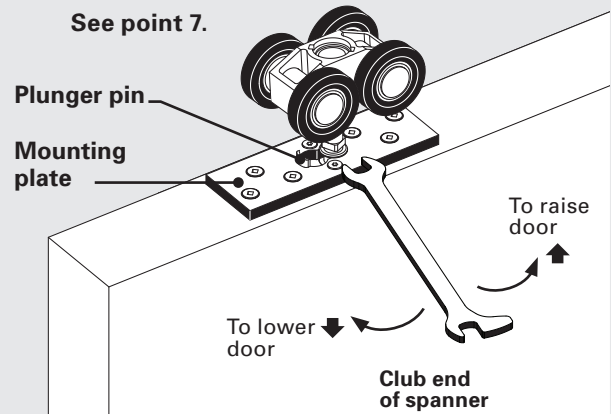
You will now be able to drop the red stop down into the mounting plate so it is out of the way and you can remove the door.

Use an Allen key to remove the track stop from the track if required.

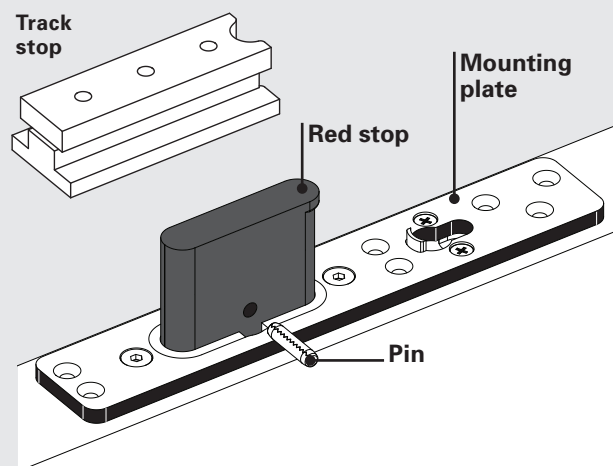
X TRACK CROSS SECTION See point 3.



Y ADJUSTING & REMOVING CARRIAGES See point 7.



Z REMOVING DOOR (Bi-Parting) See point 7.



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