FITTING INSTRUCTIONS
SF25 & SF30 slide & turn doors

PREPARATIONS
Please refer to your order or detailed sectional drawing (if requested) to assist you with the configuration of the system supplied and with identifying the profiles and their relative positions. Please read the following fully before commencing installation.

Recommended specialist tools/items for fitting of system:

- 4 inch level.
- 2.5mm,3mm and 5mm Allen keys.
- Flat 28mm wide PVC glazing packers of varying sizes.
- String line.
- 3mm,5mm long series HSS drill bits.
- Small diameter Philips screwdriver.

ALL SYSTEMS
The following steps apply to all systems

- Unpack frame sections and familiarise yourself with sections.
- The top track is in one piece with a machined cut-out positioned along the track towards the end where the first hinged door opens from.
- The bottom track is made up of two sections. The upper section also has a machined cut-out in the track, which when positioned will sit directly below the cut-out in the head track.
- Plumb down and place packers down the sides of the opening in order to centralise the tracks in the opening.
- Level the bottom of the base with suitable packers. If it is a flush track, ensure packing is at required height in relation to the finished floor level.

SF25 – NO SIDE JAMBS

1. Pre-drill bottom track prior to fixing; the recommended fixing point is 90mm from each end and approximately 500mm centres where fixing points can be obtained.
   NOTE: End fixing hole in bottom track on stacking side will also be through black PVC panel station.

2. Position bottom track where required onto pre-levelled base, plum and mark vertical line onto sidewall from centre line of bottom track for positioning and centre line of top track. (Do not fix bottom track at this time).

3. Take top track with HAP (Height Adjustment Profile) attached. Do not remove this profile. Centralise top track in opening to cater for any discrepancy in side walls so that ends of top track sit directly above ends of bottom track.

4. Fix top track through pre-drilled 14mm diameter clear holes in top track so fixing screws tighten up to HAP. Use packers between lintel and HAP to level track and ensure distance between top of bottom track and underside of top track is panel height + 10mm. Ensure packers are placed either side of fixing screws and track is level.

5. Remove black PVC section from cut out in bottom track. Also located in bottom track will be a rectangular black PVC stop-block, on flush track systems only this will also have to be removed prior to fitting of door panels. This block is held into position with 2 no grub screws which will need to be loosened off with a 2.5mm Allen key to then allow block to be removed via cut out in bottom track.

6. Insert 1st panel (swing panel with handle) into track via cut outs in top and bottom track. Slide panel fully up to end of stacking station whilst keeping panel parallel with tracks. Ensure black PVC locking lever, on top of panel, is positioned at 90° to the track. After double checking panel is held firmly push up to end of stacking station, turn the locking lever until the lever is located into the centre of the head track. This will lock panel into position and allow the panel to then be opened.

7. Close swing panel and check vertical level of side and face of panel. If necessary move bottom track from side to side and from front to back to correct vertical alignment. Pack gap between wall and ends of bottom track to wedge track in correct position. Put a single fixing into the end fixing of bottom track at stacking station end.

8. Insert panel no 2 and slide up to opposite end of bottom track. This will allow you to check the vertical alignment of the top above bottom track at this point. Adjust bottom track as required and fix track down at this end.

9. Complete fixing of bottom track through remaining fixing points.

10. Slide panel no 2 back up to stacking end and stack open beside swing panel to allow rest of the panels to be inserted.

11. After inserting all door panels, adjust the vertical alignment of panels. Start with the alignment of panel 2 to panel 1 (swing panel). Use allen key adjustment in head track located at each end of panel 2 to make adjustment. Repeat this process with remaining panels. The end result should leave all panels hanging down parallel to each other.

12. Fit black PVC sections from accessory pack to infill cut out in top track and form panel guide arm.

13. If removed in point 6, re-insert black PVC stop block into bottom track via bottom track cut out. Slide stop block along track and locate into position with Allen key. The position of stop block is determined by the point the end sliding panel needs to stop to allow remaining sliding panels to be closed

behind, allowing then sufficient space for the swing panel to close against panel 2.

14. Re-insert black PVC section to infill cut out in bottom track.

15. Fit black PVC panel clips to top of panels. (These simply clip onto top of each panel starting with Panel 1 (swing panel) to allow panel 2 to attach against). Continue for remaining panels – so clip on panel 2 allows panel 3 to attach etc – by attaching clips in this sequence. When door system is the closed position the clips will not be visible from the inside.

SF25 – WITH SIDE JAMBS

1. Pre-drill bottom track prior to fixing; the recommended fixing point is 90mm from each end and approximately 500mm centres where fixing points can be obtained.
   NOTE: End fixing hole in bottom track on stacking side will also be through black PVC panel station.

2. Assemble outer-frame. Remove end-caps on top and bottom tracks and slide in side jambs. Replace end-caps and position frame into opening on levelled base.

3. Ensure top track is centralised in opening to cater for any discrepancy in side walls so that ends of track sit directly above ends of bottom track.

4. Fix top track through pre-drilled 14mm diameter clear holes in top track so fixing screws tighten up to HAP (Height Adjustment Profile). Use packers between lintel and HAP to level track and ensure distance between top of bottom track and underside of top track is panel height + 10mm. Ensure packers are placed either side of fixing screws and track is level. (Do not fix bottom track at this time).

5. Remove black PVC section from cut out in bottom track. Also located in bottom track will be a rectangular black PVC stop-block, on flush track systems only this will also have to be removed prior to fitting of door panels. This block is held into position with 2 no grub screws which will need to be loosened off with a 2.5mm Allen key to then allow block to be removed via cut out in bottom track.

6. Insert 1st panel (swing panel with handle) into track via cut outs in top and bottom track. Slide panel fully up to end of stacking station whilst keeping panel parallel with tracks. Ensure black PVC locking lever, on top of panel, is positioned at 90° to the track. After double checking panel is held firmly push up to end of stacking station, turn the locking lever until the lever is located into the centre of the head track. This will lock panel into position and allow the panel to then be opened.

7. Close swing panel and check vertical level of side and face of panel. If necessary move bottom track from side to side and from front to back to

correct vertical alignment. Pack gap between wall and ends of bottom track to wedge track in correct position. Put a single fixing into the end fixing of bottom track at stacking station end.

8. Insert panel no 2 and slide up to opposite end of bottom track. This will allow you to check the vertical alignment of the top above bottom track at this point. Adjust bottom track as required and fix track down at this end.

9. Complete fixing of bottom track through remaining fixing points.

10. At this time if required, jamb sections can be fixed to the side walls. Fixings should be positioned behind gasket seal and be countersunk to allow refitting of gasket seal after fixing. Packers should be placed behind side jambs to infill any gap/ discrepancy to the wall to prevent distorting the side jamb.

11. Slide panel no 2 back up to stacking end and stack open beside swing panel to allow rest of the panels to be inserted.

12. After inserting all door panels, adjust the vertical alignment of panels. Start with the alignment of panel 2 to panel 1 (swing panel). Use Allen key adjustment in head track located at each end of panel 2 to make adjustment. Repeat this process with remaining panels. The end result should leave all panels hanging down parallel to each other.

13. Fit black PVC sections from accessory pack to infill cut out in top track and form panel guide arm.

14. If removed in point 6, re-insert black PVC stop block into bottom track via bottom track cut out. Slide stop block along track and locate into position with Allen key. The position of stop block is determined by the point the end sliding panel needs to stop to allow remaining sliding panels to be closed behind, allowing then sufficient space for the swing panel to close against panel 2.

15. Re-insert black PVC section to infill cut out in bottom track.

16. Fit black PVC panel clips to top of panels. (These simply clip onto top of each panel starting with Panel 1 (swing panel) to allow panel 2 to attach against). Continue for remaining panels – so clip on panel 2 allows panel 3 to attach etc etc – by attaching clips in this sequence. When door system is the closed position the clips will not be visible from the inside.

SF30

1. Fix head track through the centre of the pre-drilled slotted holes. Ensure centre of head track is directly above centre of bottom track. Also make sure head track Is centralised in the centre of the aperture.

2. Loosen fixings and pack head track down from lintel so you have a distance of overall panel height + 15mm between top of bottom track and underside of head track. Ensure head track is not twisted.

3. Both tracks should now be level, parallel to each other and the correct distance apart to allow insertion of the panels.

4. Insert panel one (lead panel with handle) into frame first through the cut-outs in tracks. Slide panel firstly into the centre of the track and then once parallel with the tracks, slide the panel up to the stacking end of the track and lock into position by turning the locking lever located on the top bracket of the panel. Place level on the side of this panel to check the panel is sitting perfectly vertical. Move top track either left or right to correct vertical alignment, as required. Do this before inserting any more panels. (It is advisable to lower the bottom track height on the 10mm Allen key adjustment at the point of the bottom track cut-out to assist inserting the panels).

5. Insert remaining panels in correct order.

6. Fit black PVC sections into cut-outs in tracks to finish detail.

7. Adjust vertical alignment of panels to each other by using the 10mm Allen key adjustment located in the bottom track (turn anti-clockwise to raise track, clockwise to lower).

8. Fit panel clips to top of panels.

APPENDIX

SNAGGING

DOORS APPEAR STIFF TO SLIDE

Top and bottom tracks are too far apart or bottom track is deviating at a point or points due to the weight of the panel.

PANEL IS KNOCKING ON SMALL PANEL GUIDE BLOCKS LOCATED AT THE STACKING END OF THE HEAD TRACK

Top and bottom tracks are too close together; either lower bottom track on its adjustment or packing under the track or reduce the packing above the head track.

DOORS VERY DIFFICULT TO ADJUST UP

Check vertical alignment of lead door panel and correct, as required, by moving the head track, either to the left or the right. Doors should now adjust up a lot easier.

WHEN TRYING TO CLOSE PANELS FROM A FULLY-STACKED OPEN POSITION, PANELS ARE CATCHING BLACK PVC SECTION ON BOTTOM TRACK AND WON'T EASILY INSERT INTO TRACK WITHOUT LIFTING PANEL SLIGHTLY

Check the bottom track is level at point of cut-out. If correct, raise the bottom track at the end adjustment point located under where panel two pivots and turns.

TOP SECTION OF BOTTOM TRACK WITHIN ADJUSTMENT PROFILE APPEARS TO BE DEVIATING UNDER THE WEIGHT OF THE PANEL AT CERTAIN POINTS

Check the 10mm Allen key adjustment blocks in the area the track is deviating and make sure that these are wound down from the top section of track into the base of the adjustment profile, which will then ensure the track will not deviate (turn anticlockwise to lower block down into track).