

# FITTING INSTRUCTIONS

## SF35 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.

### LEVELLING OF THE BASE OF THE APERTURE

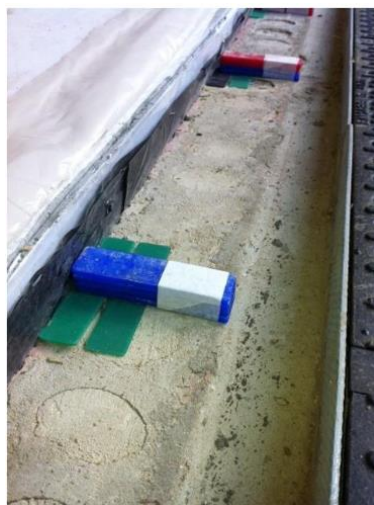
Firstly use a small 4inch level to check the front to back level of the base on which the door system is to be fitted starting directly against the side wall and at approximately every 250mm intervals until the edge of the opposite side wall check the front to back level of the base and place a thin packer on either the front edge or back edge of the base as required to correct any discrepancy (see photo 1)

Now with a suitable long level proceed to level across the width of the aperture again ensuring packers are placed directly at the ends of the aperture and on top of previously placed front to back packers at 250mm intervals (see photo 2 & 3)

The height of the packing should allow a recommended minimum tolerance of 6mm between the top of the door system and underside of lintel for fitting tolerance.



**Photo 1**  
Levelling & packing front to back



**Photo 2**  
Packing left to right



**Photo 3**  
Levelling left to right

- 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.



**Photo 4**  
Bottom Track stacking side.

- 2) Hold up head track in desired position for pre-marking of fixing points on to lintel. Ensure top track is the correct way round with the cut out in the track at the end the doors open from and stack up to.

Importantly ensure the head track is centralised in the opening between the plumbed up side walls so to ensure an equal adjustment tolerance is available on each side. Use a long series drill bit in a drill to mark lintel through the pre drilled fixing points in head track, head track can then be removed to allow the drilling of the lintel.

- 3) 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. Make sure jambs are the correct way up. Note the longer protruding black PVC frame connector goes into the bottom track with the shorter into the head track.



**Photo 5**  
Side jambs- Bottom & Top



**Photo 6**  
Side jamb connected to top track

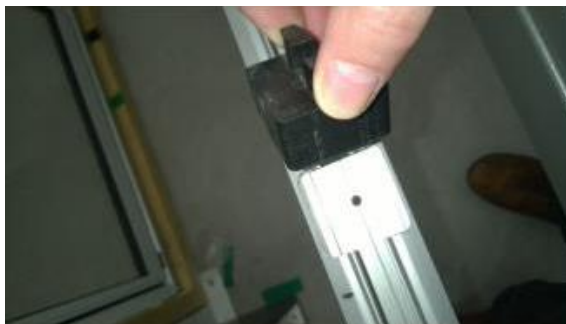
- 4) Offer frame into opening and screw up top track through pre-drilled 14mm diameter clear holes in top track into pre drilled holes in lintel. Fixing screws should then tighten up to HAP (Height Adjustment Profile). Use packers between lintel and HAP to level track and ensure distance between top 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).



**Photo 7**

Top track fixing point, with adjustment screw on right.

- 5) Remove black PVC block 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 1no grub screw which will need to be loosened off with a 3mm Allen key to then allow block to be removed via cut out in bottom track.



**Photo 8**

Removing PVC Block from bottom track



**Photo 9**

PVC block and stop block removed from bottom track.

- 6) Insert 1st panel (swing panel with handle) into track via cut outs in top and bottom track. When fitting this panel make sure the locking lever on the pivot wheels is turned to the opposite side of cut out in the top track i.e. 90° from the panel, ( see photo ) to enable it to pass the panel locators on the top track. Insert panel into bottom track first, then taking the weight of the panel slide it along the track keeping the panel as flat as possible to the tracks, until the wheels on top can be inserted into the top track. Slide panel until the pivot wheel has just passed the panel locators; the locking

lever now has to be turned 180° to the opposite side of the panel. The panel can now be pushed fully along to the side jamb stacking station, keeping panel in line with the tracks. 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.



**Photo 10**  
Lead panel locking lever on



**Photo 11**  
Pivot wheel passed the  
Top track Panel locators



**Photo 12**  
Locking lever turned 180° to cut-out  
side of top track.



**Photo 13**  
Lead panel pushed up to side jamb,  
Locking lever now has to be turned  
90° away from the side jamb

- 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 the 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 5, 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 block 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 repeating for each panel – by attaching clips in this sequence. When door system is the closed position the clips will not be visible from the inside.

Please contact your supplier should you require any additional advice.



# 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).