

FITTING INSTRUCTIONS

SF75eco aluminium bifold doors



Please read the following fully before commencing installation.

Free Fitting Training

There is free fitting training at the Sunflex UK custom built training premises at the Norwich head office. Please contact info@sunflexuk.co.uk if you would like to be booked on to the next training day. Due to the comprehensive nature of this day, it is not recommended to install Sunflex UK products until this has been attended.

Paperwork

Please ensure you have the Sunflex UK order confirmation and drawings for these doors to assist you with the sizes and configuration of the system supplied.

If you need any technical advice whilst installing this, please call Sunflex UK 01603 424434 and select option 4, (assistance with installing Sunflex UK doors)

Unpackaging your door

Take care removing any packaging from the outer frame especially if using a knife as there are finished painted surfaces.

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.
- Glazing wedge.
- Gasket cutters.
- Wide roll of DPC (if fitting a flush track system).
- 6mm glazing packers for spacing flush track off aluminium sill. (flush track system on sill only)
- Can of spray adhesive (if fitting a flush track system)

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 the underside of lintel for a fitting tolerance.



Photo 1
Levelling & packing front to back

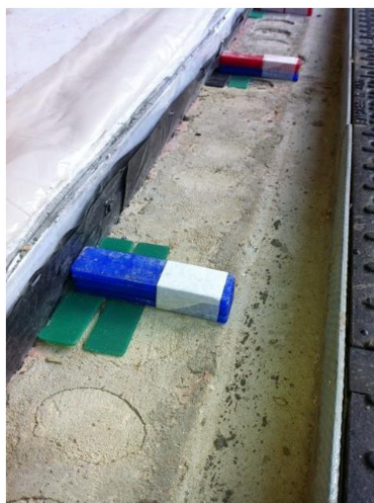


Photo 2
Packing left to right

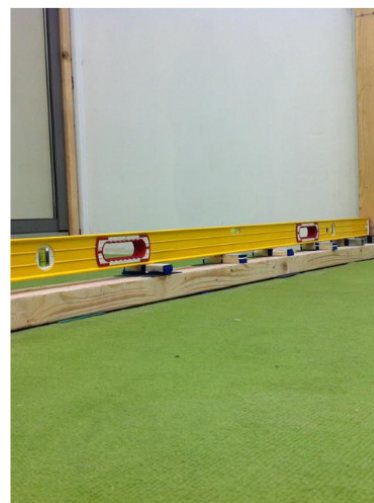


Photo 3
Levelling left to right

FITTING WITH AN ADDITIONAL SILL

The sill section will be packaged separately from the rest of the outer frame, it is normally supplied 100mm longer than the width of the door system to allow for the sill to be cut round each end of the aperture to form a horn if so required.

Drill and fix down the sill section through the thermal break of the sill on to previously levelled base.

Double check after fixing down that the sill is level across its width with no low points and also from front to back to prevent 'twisting' (see photo 4).

Ensure fixings points are approximately 100mm from each end and at maximum centres of 500mm.

Do not try to position back of sill section over an open cavity; the back of the sill must be supported by a solid base to prevent twisting.

The remaining outer frame sections are flat packed in bubble wrap; take care if using a knife when unpacking these, as they are finished painted surfaces.



Photo 4
Checking sill is level

You will also be supplied with an accessory box the contents of which are detailed below and a roll of wedge gasket when the system is supplied unglazed.

Typical contents of accessory box

- Hinge pins (quantity depends on no. of panels)
- Handle set with screws for single leaf panels (only on odd panel configurations)
- Pull handle with longer hinge pin (open out sets only, quantity depends on no. of panels)
- Set of keys (quantity depends on no. of key locks on door system, three keys per lock)
- Poly bag containing Grub screws for hinges.
- Poly bag containing handle screw covers.
- Panel catch (odd configurations only)

IDENTIFYING AND PREPPING OF OUTER FRAME SECTIONS

Ideally lay unpackaged frame sections on trestles for ease of prepping the frame.

THE BOTTOM TRACK

Put an extra 1mm packer under bottom track at point of hinge jamb. Kicking back the hinge jamb to take weight of the running gear.

On a weathered track system there are matching top and bottom track profiles, however the bottom track is easily identified as it will have drainage holes and a larger service hole cut out for the running bracket .

When measuring and marking out the track for drilling of fixing holes this should always be done on the underside of the track and then drilled from this side so not to risk damage to seen painted surfaces from the chuck of the drill, the fixing holes should be directly through the centre of the track on a flush track and the centre of the thermal break on a weathered track.

As a guide fixing points should be at approximately 125mm from each end and at maximum centres of 500mm, although if fitting directly to a base and not to a sill you may need to offer the track up to aperture to mark fixing points according to where fixings can be gained. Once fixing holes have been drilled on a weathered track you will need to check the number of fixing holes drilled against the number of screw seats within the track and remove any that are not required.

NOTE: On low level track systems we recommend the use of a wide DPC membrane this should be bonded to underside of track and turned up on the back inside face and at each end, the DPC being wide is then left to trail down the front face of the base to form a flashing detail similar to sill pressing or a leaded up stand.

NOTE: Care must be taken to ensure packers under track are cut back flush with front face of track so to allow the DPC to have a fall away from the track and prevent the risk of water pooling in front of track and backtracking underneath.

The purpose of the DPC is to form a vertical damp and prevent any water from being drawn back under the track and forming damp patches on the internal floor. For further reference recommended position of the DPC is shown on the sectional drawing (if requested) supplied at order confirmation.

THE TOP TRACK

As a guide the top track can be predrilled with fixing holes at approximately 125mm from each end and at maximum centres of 500mm. At the stacking end of the top track additional fixing points are required between the very end fixing point and the first fixing up to a minimum of 125mm centres. This is due to the lateral pull of the panels when in the stacked position. Again the hinged end of the track can be determined by the service cut out in that end of the track.

THE HINGE JAMB

There may be one or two hinge jambs depending on the configuration of the door system.

The jambs will be labelled left and right, remember that this is always viewed from the inside.

The fixing point is through the thermal break using the outer frame screw fixing cup. See photos.



To determine the positions of the fixing points it is best to hold the jamb in position against the side wall of the aperture so to avoid any cement courses and ensure fixing points are drilled where you can obtain a good fixing, as a guide fixing holes should be positioned at every hinge with additional fixing points between the middle and top hinge to cater for the lateral pull of the doors when stacked in an open position.

THE CLOSING JAMB

You may or may not have a closing jamb depending on the configuration of the door system. When supplied it will be labelled left or right and is labelled viewed from the inside.

First remove the rebate of the closing jamb which will be held in place by only a few screws, screws maybe under the gasket.



The recommended fixing point is behind the face rebate profile into the thermal break of the jamb as the fixings will be covered when the rebate profile is refitted. To remove the face rebate profile undo the few screws holding this on which will allow the profile to be unclipped, place the rebate profile safely to one side as this will not be needed until final adjustments of the system.

To determine the positions of the fixing points it is best to hold the jamb in position against the side wall of the aperture so to avoid any cement courses and ensure fixing points are drilled where you can obtain a good fixing, as a guide fixing points should be at approximately 125mm from each end with two further fixings spaced evenly between as previously advised fixings are covered by the rebate profile so can be located though the thermal break.

NOTE: Taped to the closing jamb will be a small bag of screws to fully reattach the rebate profile to the jamb please keep this safely with the removed face rebate profile.

ASSEMBLY & FIXING OF THE OUTER FRAME

Either assemble the frame on trestles or in front of the aperture.

Line the moulded corner blocks of the side jambs up with the ends of the top and bottom track, then using the palm of your hand tap the jamb profiles so that it slides into the top and bottom track to form the outer-frame.

Take care to ensure the correct jamb is positioned on the correct side and the correct way up as advised previously jambs are labelled left and right and this is always viewed from inside.

The frame is now assembled it does not require screwing together.

If fitting onto sill section previously levelled and installed as above apply a generous silicone bead at either ends of the sill adjacent to the side walls and along top of sill section just behind the line of the front edge of the frame (see photo 8).



Photo 7
Use the palm of your hand to slide the jambs into the tracks



Photo 8
Silicone bead between sill and track

Offer the frame into the opening and locate down onto previously fitted sill or levelled base and using a suitably long level plumb and mark frame position onto sidewalls. Proceed to drill and fix side jambs through the earlier pre drilled holes in the jambs into the sidewalls of the structure. Use suitable PVC glazing packers to space out tolerance gap between jamb and wall. *It is good practice to pack both above and below each individual fixing to prevent flexing the frame.*

Placing the level on edge of the hinges on hinge jambs is the most accurate way of ensuring vertical alignment. Additionally take care to ensure jambs do not twist if packing against uneven brickwork. The ideal end result of packing and fixing side jambs is that you are left with a similar tolerance gap between frame and wall on each side of aperture and that the ends of the jambs are level with the ends of the top and bottom track once this has been achieved then you can proceed to pack and fix the top and bottom tracks again through the earlier pre drilled holes.

Use packers to ensure top track is a constant distance from the bottom track across its entire width and the track is not twisting forward or backwards on an un-level lintel base, using a small 4 inch level on the underside of the top track is the best way to identify this.

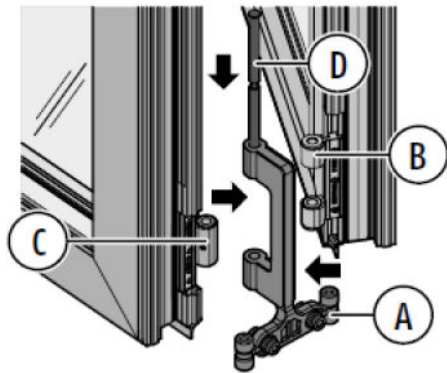
NOTE: On wider systems it is recommended a string line is used when fixing top and bottom tracks to ensure tracks are straight and not bowed.

HANGING OF DOOR PANELS

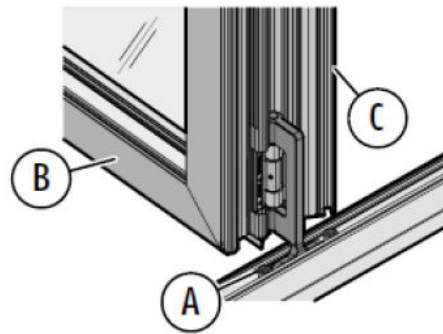
With the outer frame now fully fixed you are now ready to begin hanging the doors panels.

Panels will be numbered with a label on the top and bottom of each panel the label will inform you of two things. Firstly the door set number the panel relates to e.g. set 1, set 2 etc., so if you are installing multiple sets you can ensure the correct panels end up in the correct frame. Secondly the panel within that set for example (2L-3L), panel two on a three door set folding to the left or for another example (3R -3L-3R) panel three right on a 6 door system stacking three panels to each side.

Slot the running brackets into the top and bottom tracks on outward opening sets the hinge will be to the outside, inward opening sets the hinge will be to the inside, slide the brackets part way along the track. The bottom bracket has the long running carriage with the guide wheels.

**Photo 9**

Bottom bracket assembly
 A: Bottom running bracket
 B: Female part of hinge.
 C: Male part of hinge.
 D: Long hinge pin.

**Photo 10**

Bottom bracket fully assembled

You are now ready to begin hanging the door panels. Panels will be numbered either on top or bottom of panel. Starting with panel no 1, attach to the outer frame at the hinged side, using the stainless steel hinge pins provided. Continue by fixing panel no 2 to panel no 1 in the same manner.

On the opposite side of panel 2 there are brass washers fitted to the top and bottom hinges that interlock with the running brackets, (spare ones are in the accessory box).

Use the long bolt to partially secure the running bracket to the hinge; do not push the pin all the way through. Attach panel no 3 to panel no 2 and to the running brackets. When panel no 3 is in place, you can then push the long bolt fully through the hinge assembly, (Making sure the brass washers have stayed in place) this fully engages the running mechanism.

**Photo 11**

Fitted pull handle to outward opening systems

Follow same procedure for any additional panels.

NOTE: if your door set is outward opening the pull handle must be fitted to the internal centre hinge between panel one and two, above the handle using the longer hinge pin provided (see photo 11)

Now proceed to follow relevant points below for your system in relation to fitting handles, panel catch, glazing of panels, fitting of closing rebate, stacking clip and making final adjustments and checks.



Photo 12
Securing hinge pins

FITTING OF HANDLES

Handles to single leaf doors are supplied separately in accessory pack along with M5 screws to attach and SUNFLEX logo screw cover caps.

The handles to single leaf panels are called lever handles they stand off the face of the panel further than the pre fitted flush handle on intermediate panels and being more substantial are therefore designed to ease the operation of opening and closing the panel.

The lever handle like the flush handles work on a 180° movement with the handle facing vertically up when in the unlocked position and vertically down when in the locked position, take care when fitting handles that the handles are fitted correctly in relation to the position of the lock, additionally screw cover caps may sometimes require filing on inside edge to improve their fit due to varying paint thicknesses on handles.

FITTING OF PANEL CATCH

On odd numbered sets stacking in one direction (i.e. with 3, 5, 7 etc. number panels) a black PVC panel catch is supplied which is used to lock the single panel back onto adjacent panel. The lead panel can only be released from the catch when all other panels are closed to prevent misuse or damage to the system.

The panel catch is in 2 parts with the male part fixed to the single door panel. This panel catch should be fixed on the side rail of the door 100mm away from either the top or bottom edge of the panel so to avoid the corner cleat within the door panel. (See photos 13-15 below). Fitting at the top, out of reach, will help ensure this does not get damaged.

If the single leaf panel releases from the stack of doors when the system is fully open then the male part of the panel catch has been fitted the wrong way round, remove this part rotate 180° and reattach to rectify. The cut-out should always face the opposite way the arm of the catch projects.



Photo 13
Female panel catch section with arm projecting across adjacent panel



Photo 14
Male panel catch section with cut-out which should face the opposite way of the projecting arm of the female section



Photo 15
Two sections combined

GLAZING OF DOOR PANELS

The correct glazing of the glass units into the door panels is crucial and effects how the door system operates and stacks up when fully open.

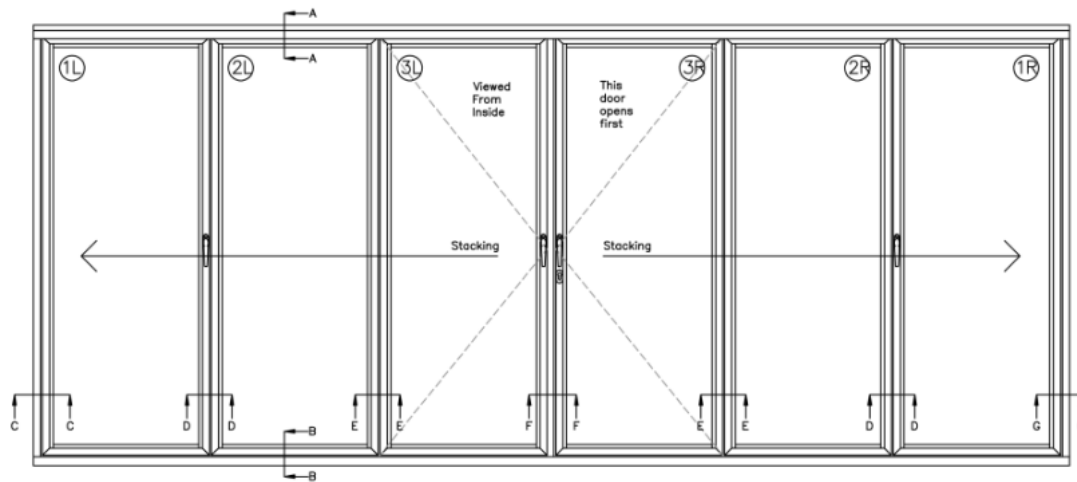
NOTE: If you have purchased a system with glass and the panels have been pre glazed it does not mean you can ignore this section.

When doors are glazed in the factory on a flat bench it is not guaranteed that you won't have to make further adjustments to the glazing on site as part of the installation process to fine tune the alignments of the panels.

Before glazing the door panels you must ensure that the height adjustment at the points of the running gear is set so the panel height above the track is equal to that at the hinge jamb which is a fixed point and therefore called the "set up height".

Firstly it's important to remember the way we number up our panels. At SUNFLEX we label our panels with a simple number/letter reference, for example, for a set of doors opening to the left the panels are labelled starting with the first panel onto the hinge jamb 1L, 2L, 3L, 4L, 5L etc. and then for a set of doors opening to the right

again starting with the first panel onto the hinge jamb 1R, 2R, 3R, 4R, 5R and so on. See illustration below.



THE CORRECT PACKING POINTS TO TOE AND HEEL THE GLASS

On a set of doors opening to the left: the packing points on odd numbered panels 1,3,5 etc. are bottom left corner and top right corner and on even numbered panels 2,4,6 etc. bottom right corner and top left corner.

On a set of doors opening to the right: the packing points on odd numbered panels 1,3,5 etc. are bottom right corner and top left corner and on even numbered panels 2,4,6 etc. bottom left corner and top right corner.

On single leaf panels it is recommended that additional packing down the sides of the panel are inserted, but care must be taken not to bow out the side of the panel. With the intermediate panels the hinging between the panels keeps the sides of the panels straight so additional side packers are not necessarily required, but if used take care again not to bow out the sides of the panel.

To begin glazing a door panel remove glazing beads and place a 6mm packer in the required bottom corner and a temporary packer in the opposite bottom corner of the panel to support the glass. Now insert the glass unit onto the packers, next insert packers in the sides of the required packing corners at the top and bottom packing point ensuring that the sides of the glass units spacer bar is running parallel with the gaskets of the panel and there is an equal margin of gasket visible on each side.

Once the sides are packed you can remove the single temporary packer from bottom as the glass is held now by the packing in the single bottom corner and the packer at the top in the opposite side, now you can insert a packer in the top corner above the side packer which will then lift the edge of the panel. The size of

packer required depends on how much the end of the panel has to be raised to meet the required "set up height" (a glazing paddle is recommended to assist with this process).

NOTE: Packers should now be siliconed into position to prevent them from slipping with a neutral cure silicone (to prevent reaction to the sealed units own sealant).

After packing the panel re-fit glazing beads, inserting packers between the bead and the glass (see photo 16) to facilitate inserting the wedge gasket.

NOTE: The gasketing must only be carried out once all panels are glazed.

Continue to glaze all panels in this manner, observing notes below.



Photo 16

Insert packers to secure bead and facilitate gasket insertion.

THE REASON AND AIM OF PACKING

When packing the glass in the door panels it is important to understand what you are aiming to achieve, which is the same tolerance gap between the underside of the panels and the top of the bottom track along the entire width of the system. Below we explain why this is important and if this is done incorrectly what issues will result and why this occurs.

OVER-PACKING

If the panels are over-packed (toe and heeled too high) making the gap between panel and track slightly greater than that of the set up point, this will result in the side of the end door being out of plumb to the closing jamb.

You will see a larger gap at the bottom of the panel to the jamb, to that of the top; this is caused by the over-packing pulling the bottom of the panels across back towards the hinge jamb.

Correcting this is simply done by reducing the packing in the heads of the door panels thus allowing the side of the end door to return to vertical.

UNDER PACKING

If the panels are under-packed (toe and heeled too low) then you will get the reverse of this a larger gap at the top of the end panel to the jamb to that of the bottom, in this instance the increasing of the packing in the heads of the panels to the glass will correct the problem.

WEIGHT TRANSFER

Another important point to learn about glazing and how it can affect the performance of a folding door system.

When glazing panels one and two, ensure panel two is the main load bearing panel so the weight is transferred onto the running block on the end of this panel. This

greatly improves the balance and running of the door and helps to ensure the doors when stacked together do not lean out at the top.

We know it is normal practice to start glazing a door system starting with panel one, which then means that this panel is packed to the set up point, and becomes the main load bearing panel, however this can then lead to this panel trying to lift panel two causing unbalance of the door stack and leaning of the panels.

How door panels stack together is affected by which panel is the load bearing panel and by adjusting the packing of the glass in odd numbered panels to even numbered panels will alter the stacking of the doors.

So for example if you make the odd numbered panels in a door set the main load bearing panels and then go to stack the doors up at the end the bottom of the panels will touch and the tops will lean out, if you reverse this and make the even panels the main load bearing panels then the tops of the panels will pull in and the stack will look a lot straighter.

As a guide if we were glazing a seven panel system all opening in one direction we would ensure panels 2 and 6 are taking the weight of panels 1 and 5, then with panels 3 and 4 packed evenly, the lead door panel 7 would be packed as normal. This should ensure a smooth running door system and a nice vertical stack at the end with weight transferring onto the wheel blocks.

On a five panel system I would ensure panels 2 and 4 are taking the weight of 1 and 3 with the lead door panel 5 packed as normal, to obtain the same result.

WEDGE GASKET

Once all panels have been glazed as described above and checked for correct alignment the wedge gasket can be inserted between the bead and the glass.

The wedge gasket is ideally cut and inserted in individual pieces starting with the top and bottom sections and then with the sides which must be shaped at the ends to neatly abut the top and bottom sections (gasket cutters are recommended for this task).

Before starting ensure the gasket is clean and grit free so not to scratch the glass. Care must be taken not to cut gasket too short or exactly too size as shrinkage will occur as a guide the gasket should be cut approximately 20mm longer for every 1m of length with the excess equalled out over the complete length.

Start from one end and work to the other removing the spacing packers previously inserted as you work along and pushing the gasket back on itself to compress and use up the excess.

A soapy water spray is also recommended to assist with the insertion of the gasket and too ensure it has a neat flawless appearance.

ADJUSTMENT OF JAMBS, FITTING OF CLOSING REBATE PROFILE AND SEALING ENDS OF TRACK

Panels are now hung, adjusted and glazed, if you have a system which folds completely to one side you will have a closing side jamb fixed to the wall with an additional rebate profile (previously removed and placed to one side in point3c).

Close all the panels you can now check the visual alignment between the last single leaf door and the closing jamb. To gauge the tolerance gap use a couple of PVC packers to ensure this gap is equal all the way down, ideally you are looking to achieve an equal tolerance gap of 11mm for the closing rebate profile to fit between, adjusting this gap is achieved by loosening fixings into wall and increasing or reducing the packers between jamb and side wall before re tightening fixings. **Take care to ensure jamb is not twisted.**

After adjusting the jamb as required you can clip on the rebate profile and locate with just a couple of screw fixings, so to allow you to close the panel and check the visual alignment and that the panel closes, locks and seals ok against the rebate profile prior to inserting all the remaining screws to fully locate the profile onto the jamb

On door sets that hinge at both ends so that you have doors meeting together you will also need to gauge the gap between the two panel edges to ensure that there is an equal tolerance gap of 6mm, as before adjusting this gap is achieved by loosening fixings into wall on either or both jambs and increasing or reducing the packers between jamb and side wall and then re tightening fixings. **Take care to ensure jamb is not twisted.**

Finally and very importantly seal the ends of the bottom track against the side jambs with silicone to prevent water from running out the ends of the track and into the fabric of the building.

FINISHING

We recommend:

- Gaps under the track or sill that are too large to silicone are cement 'pointed' □
- Expanding foam is applied around heads and side of frame to fill any gaps between outer frame and structural opening. □
- A silicon seal or trim is used around the outer frame to finish to the structural opening as required.

IMPORTANT NOTICE

Please note that under no circumstances should the keys remain in the locking profile cylinder whilst the doors are being operated (opened and closed) as this could cause damage to the system. Please contact your supplier should you require any additional advice.

APPENDIX

SNAGGING

ON DOOR CONFIGURATION WHERE PANELS MEET IN THE CENTRE, THE GAP BETWEEN THE CENTRE PANELS IS WIDER AT THE TOP THAN THE BOTTOM

- a) First check jambs are not packed too far out of plumb at bottom (jambs should be plumb on panel widths under 800mm and up to 2mm kicked into the opening at the bottom on wider panel widths).
- b) Level of track at running bracket points not the same. Check the bottom track is level; check track isn't deviating up at the point of one of the running gears.
- c) Check the bottom running bracket is adjusted up to the correct height, check locking grub screw on the brackets height adjustment is not missing and has been tightened up to prevent main adjustment bolt from unwinding.
- d) After checking points a, b, and c, if problem is still apparent, increase the toe and healing on the intermediate door panels (panel numbers 1 and 2), which will widen the gap at the bottom between the centre panels.

ON DOOR CONFIGURATION WHERE PANELS MEET IN THE CENTRE THE GAP BETWEEN THE CENTRE PANELS IS WIDER AT THE BOTTOM THAN THE TOP

- a) First check side jambs are packed out of plumb at bottom the correct amount in relation to the door panel width (jambs should be plumb on panel widths under 800mm and up to 2mm kicked into the opening at the bottom on wider panel widths).
- b) Check the bottom track is level; check track isn't deviating down at the point of the running gear under the weight of the door panels. Track deviation is caused by insufficient packing under the track with no packing being placed directly under the track at the point of running gear.
- c) Check the bottom running bracket is adjusted up to the correct height. Check locking grub screw on the brackets height adjustment is not missing and has been tightened up to prevent main adjustment bolt from unwinding.

- d) After checking point a, b and c, if problem is still apparent, decrease the toe and healing on the intermediate door panels (panel numbers 1 and 2), which will close up the gap at the bottom between the centre panels.

LEAD DOOR NOT MEETING CLOSING JAMB PARALLEL, MAKING CLOSING DOOR DIFFICULT, DESPITE SIDE JAMBS BEING PLUMB

- a) Either the top or the bottom track is bowed; this is then causing the tracks not to sit directly plumb above each other at the point the door is hinging.
- b) After checking point a, check the glass unit in led door isn't badly bowed and is bowing/twisting the panel. Glass unit needs replacing.

ON DOOR CONFIGURATION WHERE PANELS MEET IN THE CENTRE, THE LEAD DOOR IS NOT MEETING THE ADJACENT PANEL PARALLEL, MAKING CLOSING THE DOOR DIFFICULT

- a) Either the top or the bottom track is bowed which is causing the tracks not to sit directly plumb above each other at the point the lead door or the adjacent panel is hinging.
- b) After checking point a, check the glass unit is either the lead door or adjacent panel isn't badly bowed and is bowing/twisting the panel. Glass unit needs replacing.

HANDLE TURNING, BUT SHOOTBOLT NOT MOVING IN AND OUT AT BOTTOM END OF THE PANEL

Broken bottom lock mechanism.

HANDLE TURNING, BUT SHOOTBOLT NOT MOVING IN AND OUT AT TOP END OF THE PANEL

Broken top lock mechanism.

HANDLE WILL ONLY ROTATE PARTLY AND IS STIFF TO TURN

If you have just recently screwed the panel catch on to the panel catch on to the panel, check that you haven't used a too longer screw that is catching the shoot-rod inside of the panel.

LEAD DOOR HANDLE IS LOOSE AND FLOPS DOWN UNDER ITS OWN WEIGHT

Cut a new longer square shaft between the handles. Ensure the shaft is cut long enough so that when it's inserted into both handles, the distance between the two handle back plates, is the front-to-back width of the plus 1-2mm.

POSSIBLE CAUSES OF GAPPING (DRAFT/DAYLIGHT) BETWEEN HINGES

- a) Bottom track not level and dips down at hinge jamb, caused by insufficient packing or not packing under bottom track, directly below hinge jamb.
- b) Hinge jamb not set up correctly. Must be plumb on smaller width panels or straight, but slightly in to the opening at the bottom on larger width panels to compensate for the weight of the panel. Jamb must never lean in to the opening at the top.
- c) Track deviating down at the point of the running gear under the weight of the door panels. This is caused by no packer directly under the track at the point of running gear.
- d) Incorrect packing of door panels
 - a. Glass within the door panels either under packed or over packed
 - b. Glass units within the doors are packed in wrong corners
 - c. Packers not placed directly in corners of the panel and not positioned front-to-back in the panel so to locate onto the glazing support leg of the profile
 - d. Too large a packer placed down the sides of the glass units, bowing the sides of the panels out in the middle.
- e) Bottom running bracket not adjusted up to the correct height: check locking grub screw on the brackets height adjustment is not missing and has been tightened up to prevent main adjustment bolt from unwinding.
- f) Hinge has been stressed/splayed open caused by transporting or due to one or a combination of points listed above.
 - a. To correct, fit new hinge or use a 2x2 timber section placed between lead door and jamb or placed between two lead doors, which will allow you to compress panels up and close up a splayed hinge. Please call and speak to technical before attempting this.

DOORS SEEM TO SLIDE FREELY, BUT WHEN FOLDING THEM FULLY UP AT THE END, THE MOVEMENT IS NOTICEABLY STIFFER. POSSIBLE CAUSES:

- a) Bottom track not level and dips down at hinge jamb, caused by insufficient packing or no packing under bottom track, directly below hinge jamb.

- b) Hinge jamb not set up correctly. Must be plumb on smaller width panels or straight, but slightly in to the opening at the bottom on larger width panels to compensate for the weight of the panel. Jamb must never lean in to the opening at the top.
- c) Packing of glass within the door panels need adjustment. To correct, remove the wedge gaskets (if inserted on intermediate panels) and remove the top glazing beads. Decrease the top packing on panel 2 on three-panel set and on panels 2 and 4 on five-panel set, if they are all stacking to the one end.

Check the height of panel above bottom track and if, after decreasing the packing, the doors have dropped increase the packing on panel 1 on three-panel set and on panels 1 and 3 on five-panel set to rectify.

DOORS SEEM STIFF TO SLIDE, DOORS DON'T SEEM TO RUN FREELY. POSSIBLE CAUSES:

- a) Check tracks are clean and free from debris.
- b) Check glass weight not exceeding maximum weight for system design stated on order confirmation.
- c) Check wheel block isn't damaged or faulty. Replace in any case to check.
- d) Check the glass in the door panels has been packed correctly; check the packers have been placed in the correct corners.

PANELS BOWING IN THE HEAT / CANNOT CLOSE WHEN HOT / EXCEEDING SYSTEM TOLERANCES

- a) With dark coloured or south facing doors the leading edge of the doors can bow/expand due to material expansion on the glass and the door. This is not a fault of the door system but should only occur when the door gets very hot as there is built in tolerance to deal with all but extreme heat.
- b) Door can be cooled down so it can close by applying water to the outside hot surface.
- c) Lead door is toe and healed with glazing packers at the top corner on the leading edge of the panel but it's important NOT to put packers directly below these at the bottom as this then sandwiches the glass so it has no room to expand and will bow the panel.
- d) Check that lead door is perfectly parallel to the closing side jamb (when cold) as a discrepancy here could mean when the door bows it goes beyond the standard tolerance allowance.
- e) Check the top and bottom tracks are in line with each other, if they are not this reduces the systems tolerance. The top and bottom shootbolts are chamfered to assist with closing and locking in hot conditions.

- f) Reattach the head track with a slight bow to compensate. For example, on an open out door system, if the top of the panel is bowing out at the top, bow the head track in at the point the door is hanging.
- g) If everything has been checked but this is still a regular occurrence then a 4mm flat steel bar can be ordered for the lead edge of the door which will reduce the amount the door will bow.

If you have any queries or have an issue that needs resolving please call on 01603 424434 and select option 4 (advice on installing Sunflex UK doors). Alternatively email – parts@sunflexuk.co.uk

For any parts requirements these can be purchased directly from the Sunflex parts website - <https://parts.sunflexuk.co.uk/> or email parts@sunflexuk.co.uk