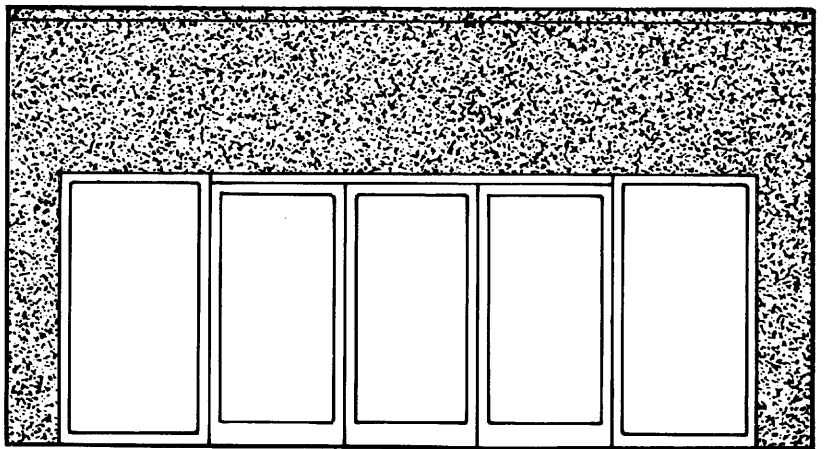




1040



SLIDING FRONT

INSTALLATION INSTRUCTIONS

NOTICE

LAWS AND BUILDING AND SAFETY CODES GOVERNING THE DESIGN AND USE OF GLAZED ENTRANCE, WINDOW, AND CURTAIN WALL PRODUCTS VARY WIDELY. KAWNEER DOES NOT CONTROL THE SELECTION OF PRODUCT CONFIGURATIONS, OPERATING HARDWARE, OR GLAZING MATERIALS, AND ASSUMES NO RESPONSIBILITY THEREFOR.

IT IS THE RESPONSIBILITY OF THE OWNER, THE ARCHITECT AND THE INSTALLER TO MAKE THESE SELECTIONS IN STRICT CONFORMITY TO ALL APPLICABLE LAWS AND BUILDING AND SAFETY CODES.

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GENERAL INFORMATION

THE FOLLOWING SYSTEM HAS BEEN DESIGNED FOR SATISFACTORY PERFORMANCE AND MINIMUM MAINTENANCE. KAWNEER CANNOT BE HELD RESPONSIBLE FOR MALFUNCTIONS CAUSED BY, BUT NOT LIMITED TO, IMPROPER OR CARELESS INSTALLATION, UNREASONABLE BUILDING SETTLING, ROOF DEFLECTION, OR FAILURES CAUSED BY ABUSIVE OPERATION OF SLIDING PANELS. GUIDES ARE DESIGNED TO KEY PANELS INTO THE PERIMETER TRACK SYSTEM AND TO GUIDE THEM DURING MOVEMENT TO AND FROM STORAGE AS DIRECTED BY UNOBSTRUCTED TRACK GROOVES. TRACK GROOVES MUST BE CLEANED OUT AS REQUIRED PRIOR TO PANEL MOVEMENT. SLIDING PANELS ARE HEAVY AND CONTAIN LARGE LIGHTS OF GLASS. THEY MUST BE HANDLED WITH RESPECT. BEING HEAVY, THEY MUST BE EASED INTO AND OUT OF THE STORAGE AREA. FORCES WHICH CAN DAMAGE CASTERS AND GUIDES MAY DEVELOP IF PANELS ARE MOVED INTO STORAGE AREA AT EXCESSIVE SPEED.

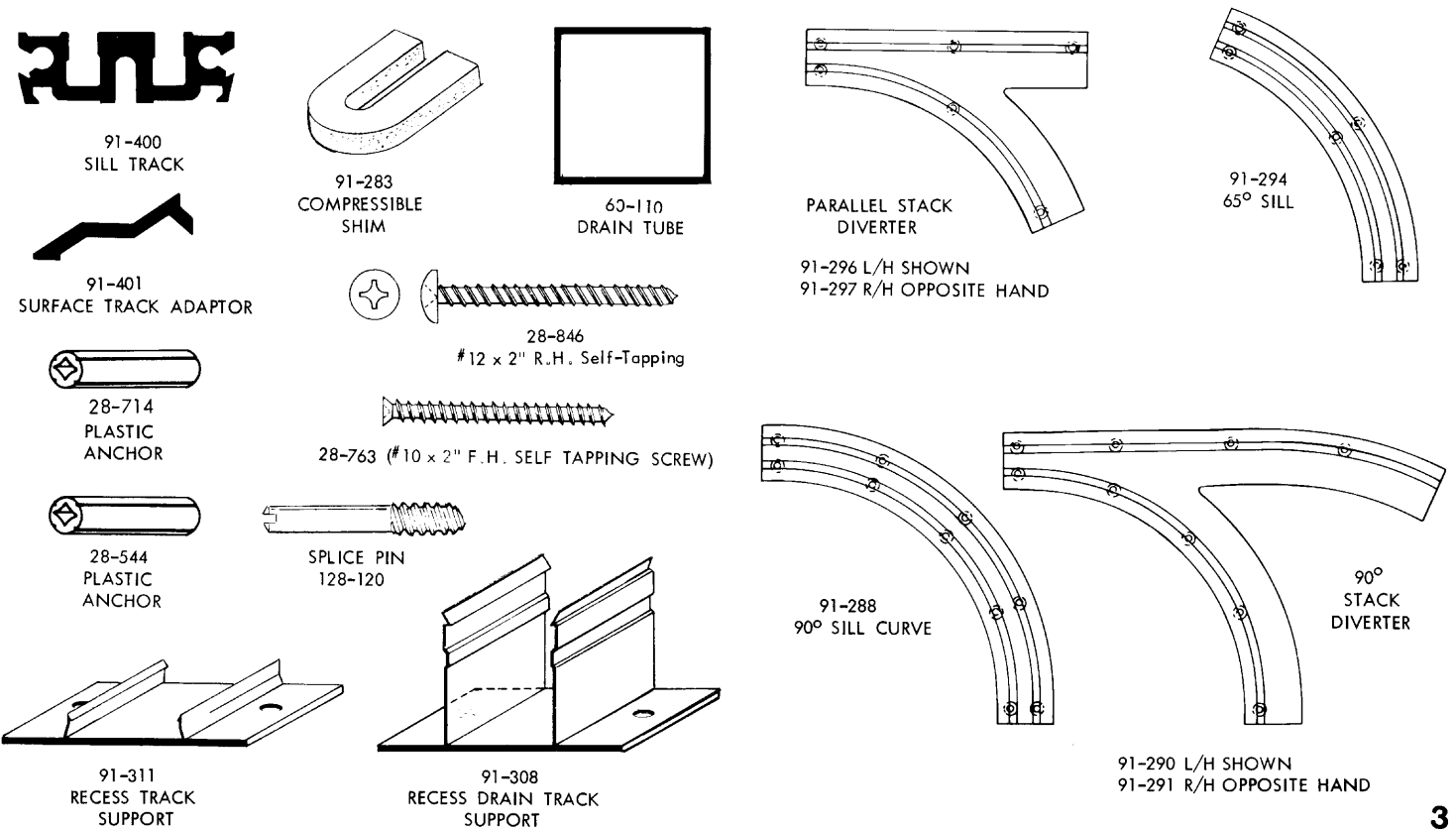
NOTE: DO NOT FIELD CUT ANY FLOOR OR HEAD TRACK COMPONENTS. THEY ARE FACTORY FABRICATED PER JOB DETAILS. ANY FIELD MODIFICATIONS TO FIT INACCURATE OPENINGS MAY MAKE PANEL INSTALLATION AND OPERATION IMPOSSIBLE.

TO INSURE EASE OF INSTALLATION AND TO AVOID RE-WORK, FOLLOW THE SEVEN BASIC STEPS IN THE ORDER LISTED BELOW. THE STEPS ARE DETAILED FURTHER IN THE FOLLOWING PAGES.

1. LAY DOUBLE GROOVE AND STACK AREA TRACK ASSEMBLY IN PROPER PLACE AND LEVEL ALL PORTIONS WITH TRANSIT. GROUT IN PLACE.
2. PUT UP HEAD TRACK AND HEAD TRACK STACK ASSEMBLY EXACTLY OVER THE BASE TRACK. USE STORY POLE TO SET THE CLEAR OPENING HEIGHT. USE PLUMBLINE FROM TRACK \bar{C} TO FLOOR TRACK \bar{C} .
3. PUT UP RECEIVING JAMB OR SIDELIGHTS AND JAMB CHANNEL ASSEMBLY IF REQUIRED AND PLUMB TO TRACK \bar{C} .
4. SET PANELS IN TRACK IN PROPER ORDER AND ADJUST.
5. PUT UP INTERLOCK STRIP AND FLOOR BUMPER.
6. ADJUST PANELS TO LOCK AND FIT CLEAR OPENING.
7. GLAZE PANELS.

DO NOT SHOP GLAZE PANELS. THEY MUST BE SQUARED IN PLACE THEN GLAZED.

SILL TRACK PARTS & ACCESSORIES



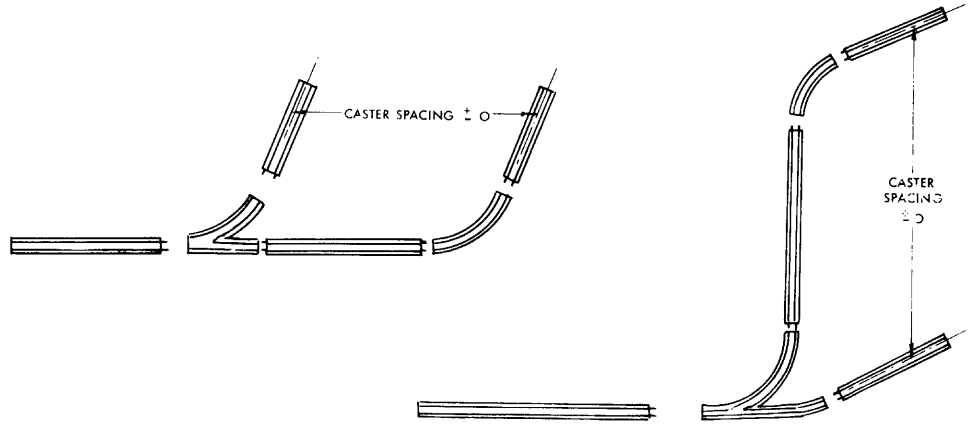
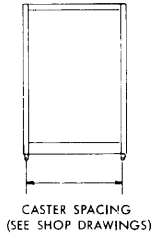
SILL TRACK INSTALLATION

1a

LAY TRACK PARTS ON THE FLOOR JUST AS THEY WILL BE IN THE FINISHED OPENING.
CHECK SHOP DRAWINGS FOR TRACK LAYOUT.

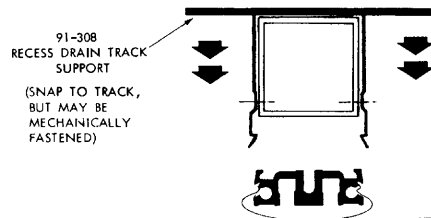
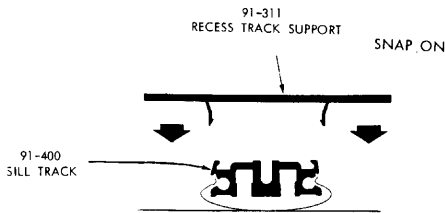
NOTE: BEFORE YOU PICK UP STRAIGHT TRACK REMEMBER THIS:
ALWAYS HANDLE IT CAREFULLY!

DO NOT REMOVE THE POLYETHYLENE (PLASTIC) COVER!!



1b

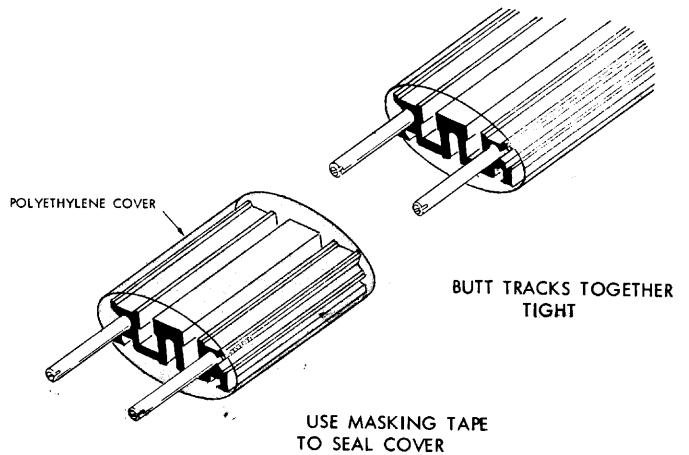
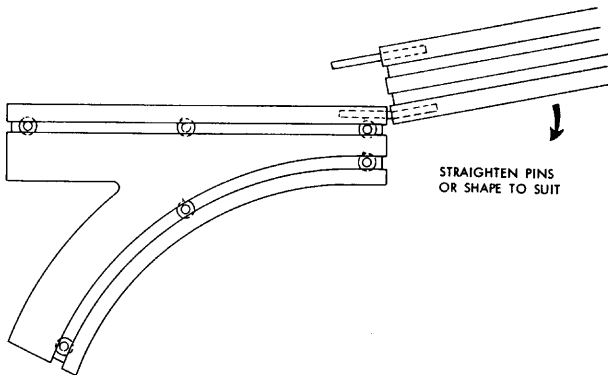
TURN SILL TRACK UPSIDE DOWN AND INSTALL TRACK SUPPORTS AT POINTS TWO INCHES FROM EACH END OF TRACK MEMBERS AND EVERY FORTY EIGHT INCHES.



1c

CAREFULLY LIFT ALL SECTIONS OF TRACK INTO PREPARED CHASE, ASSEMBLE TRACK SECTION WITH SPLICE PINS, AND PUSH JOINTS TIGHT. STRAIGHTEN PINS AS REQUIRED (SEE SKETCH BELOW). SLIDE THE POLYETHYLENE COVER BACK OVER THE ASSEMBLED JOINTS AND TAPE AS REQUIRED TO KEEP JOINTS CLOSED.

LOCATE TRACK PER SHOP DRAWINGS.

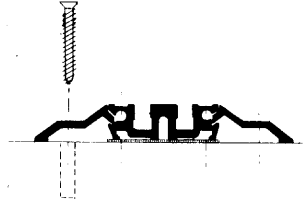


1d

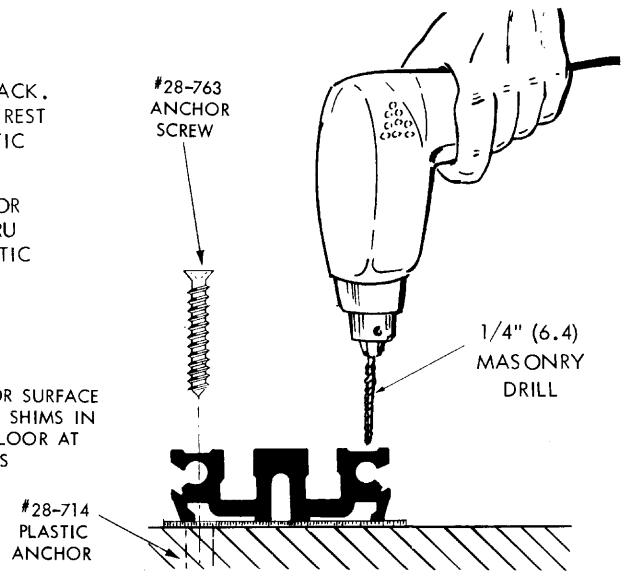
SURFACE MOUNTED

USING 1/4" (6.4) MASONRY DRILL, DRILL CONCRETE THRU PREPARED HOLES IN TRACK. SHIM TOP OF TRACK TO LEVEL OR UNIFORM SLOPE. BOTTOM OF TRACK SHOULD REST ON HIGH POINTS OF FLOOR. ANCHOR WITH #28-763 SCREWS AND #28-714 PLASTIC ANCHORS.

WHEN REQUIRED, POSITION RAMP ON SIDE(S) OF TRACK (SEE SHOP DRAWINGS FOR LOCATION OF RAMP). USING 1/4" (31.8) MASONRY DRILL, DRILL CONCRETE THRU PREPARED HOLES IN RAMP AND ANCHOR WITH #28-763 SCREWS AND #28-714 PLASTIC ANCHORS. DO NOT SHIM RAMP.



APPLY TO FLOOR SURFACE AND ONLY USE SHIMS IN HOLLOW OF FLOOR AT ANCHOR POINTS



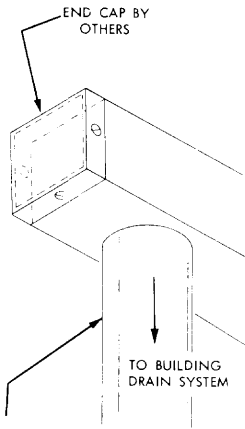
RECESSED

WAX AND TAPE TOP SURFACE OF CURVED SECTIONS. USE 2-1/2"(63.5) OR 3" (76.2) MASKING TAPE STICKING TO SIDES.

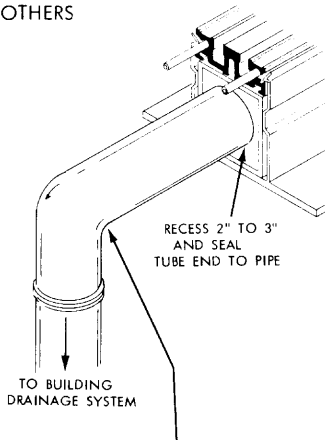
RECESSED FLOOR TRACK WAS DESIGNED FOR FLUSH INSTALLATION. THE GENERAL CONTRACTOR MUST HAVE LEFT A CHASE 5-1/2" (139.7) WIDE (MIN) AND 1-1/2" (38.1) DEEP FOR NON-DRAINING TRACK, 3" (76.2) DEEP FOR DRAINING TRACK. THIS MUST BE CORRECTLY POSITIONED ACROSS THE CLEAR OPENING WITH A 1-1/2" (38.1) DEEP RECESS AT THE APPROPRIATE END OR ENDS TO ACCOMMODATE ALL PORTIONS OF STACK TRACK ASSEMBLY. HE SHOULD ALSO HAVE PROVIDED A SUITABLE FOOTING UNDER THE CHASE TO PREVENT EXCESSIVE HEAVING OR SETTLING OF THE FLOOR UNDER THE TRACK. DRAIN OUTLETS MUST ALSO BE PROVIDED IF REQUIRED.

1e

WHEN DRAINING TRACK IS SPECIFIED, CONNECT THE TRACK GUTTER TO THE BUILDING DRAINAGE SYSTEM.



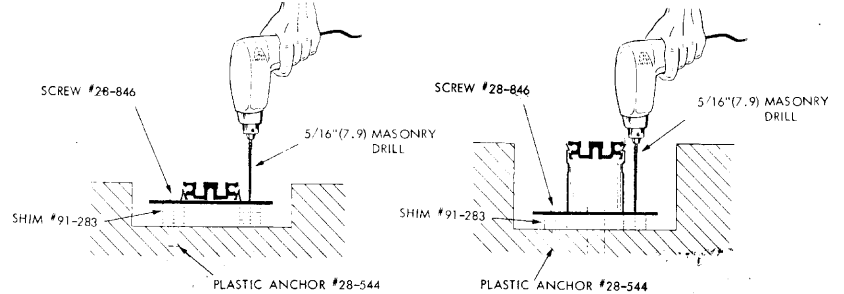
1-1/4"(31.8) TO 1-5/8" (41.3) O.D. TUBING BY OTHERS



1-1/4"(31.8) TO 1-5/8"(41.3) O.D. TUBING BY OTHERS

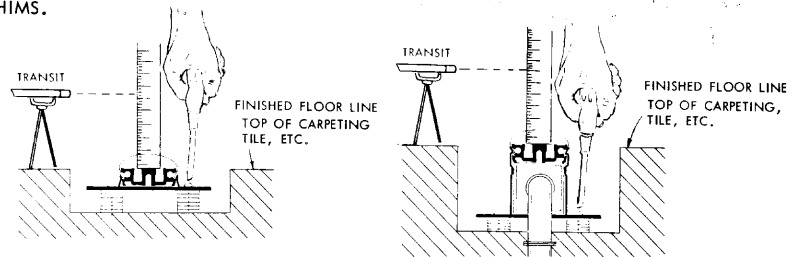
1f

USING 5/16" (7.9) MASONRY DRILL, DRILL CONCRETE THRU PREPARED HOLES IN TRACK SUPPORTS. SHIM TOP OF TRACK TO FINISH FLOORLINE WITH 91-283 SHIMS.



1g

LEVEL TRACK WITH TRANSIT TO HIGH POINT OF FINISHED FLOOR BY COMPRESSING SHIMS.



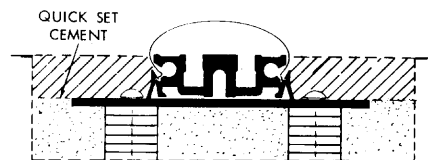
NOTE: IF JOB CONDITIONS REQUIRE LEVELING TO SOME OTHER POINT BE CERTAIN THAT PANELS WILL CLEAR FINISH FLOOR IN STACK AND CLEAR OPENING.

1h

AFTER TRACK IS LEVEL USE QUICK SET CEMENT AROUND ALL TRACK SUPPORTS.

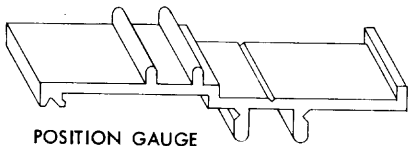
1i

AFTER QUICK SET HAS HARDENED, REPAIR ANY DAMAGE TO COVER, THEN ALL PORTIONS OF THE TRACK SHOULD BE GROUTED ALLOW GROUT TO SET BEFORE CONTINUING WITH INSTALLATION



HEAD TRACK INSTALLATION

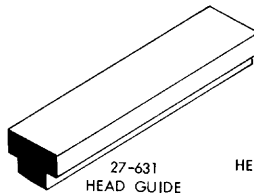
PART IDENTIFICATION:



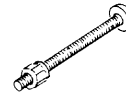
POSITION GAUGE
91-310



HEAD TRACK
91-402



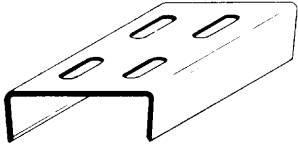
27-631
HEAD GUIDE
BUMPER



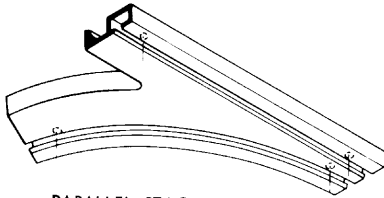
HEAD GUIDE BUMPER
SCREWS
28-951
USE WITH 28-565 NUT



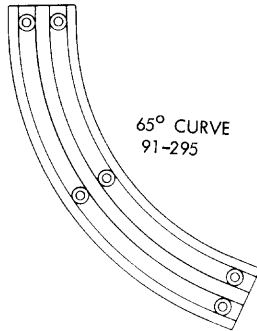
HEAD TRACK ANCHOR
SCREW #28-713
(#12 x 1-1/2" F.H. SELF-TAPPING SCREW)



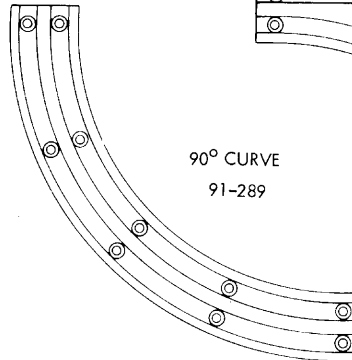
HEAD TRACK
SPLICE
91-309



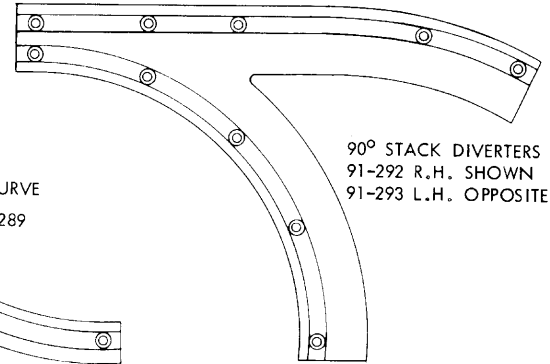
PARALLEL STACK DIVERTER
91-299 L.H. SHOWN
91-298 R.H. OPPOSITE



65° CURVE
91-295

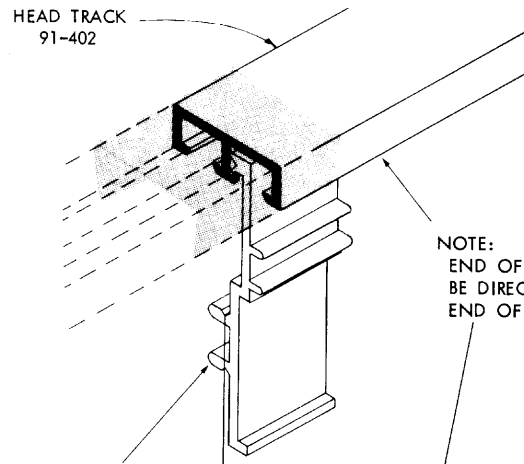
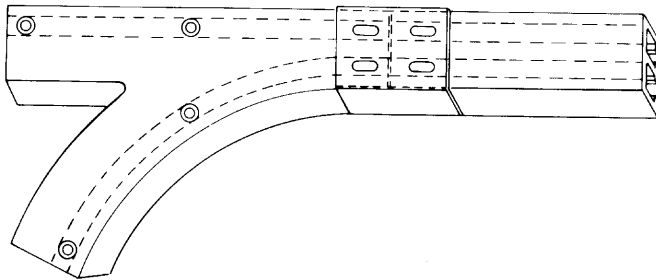


90° CURVE
91-289



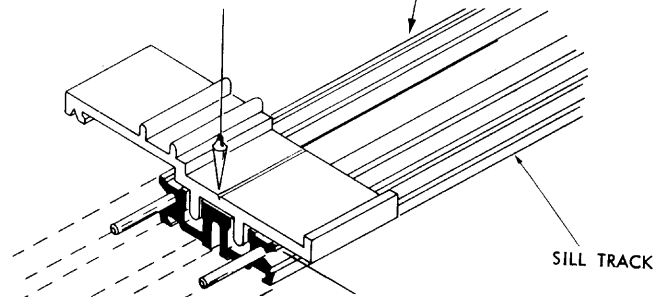
90° STACK DIVERTERS
91-292 R.H. SHOWN
91-293 L.H. OPPOSITE

- 2a** REMOVE PROTECTIVE COVERS FROM SILL TRACK. LAY HEAD TRACK PARTS ON THE FLOOR JUST AS THEY WILL BE IN THE FINISHED OPENING - CHECK SHOP DRAWINGS FOR TRACK LAYOUT. INSTALL #91-309 SPLICE SLEEVES ON EXTRUDED HEAD TRACK AT DIVERTER AND CURVE SPLICES AND AT SPLICES IN CLEAR OPENING.

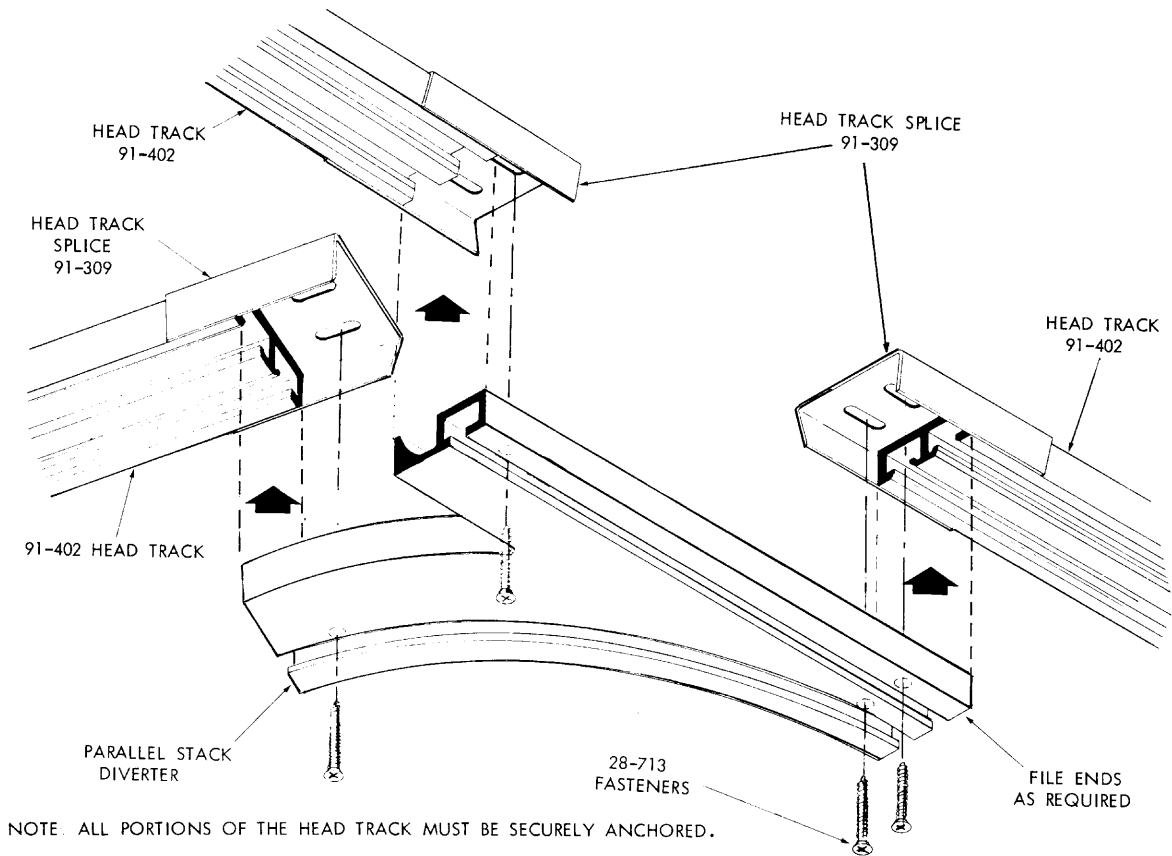


NOTE:
END OF HEAD TRACK MUST
BE DIRECTLY ALIGNED WITH
END OF FLOOR TRACK.

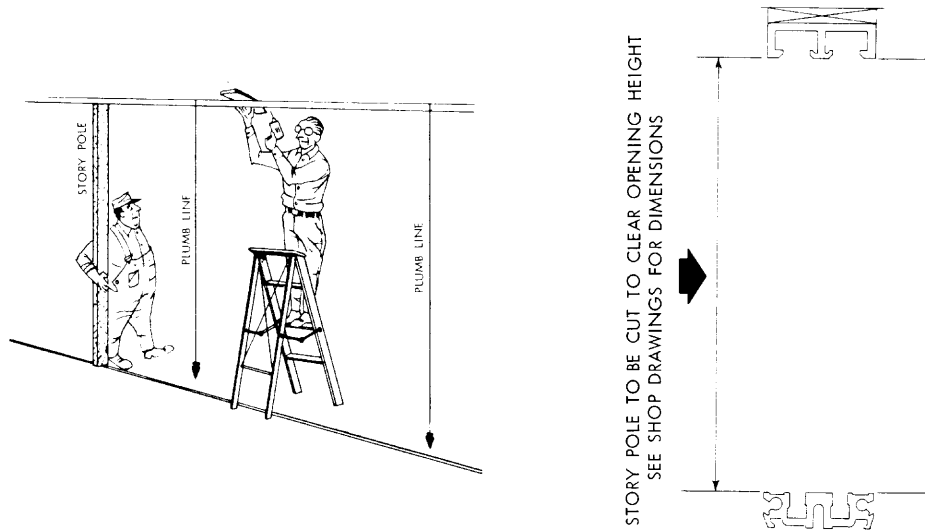
- 2b** STARTING AT STACK END, INSTALL STRAIGHT TRACK IN CLEAR OPENING. USE #91-310 POSITION GAUGES AS SHOWN BELOW TO LOCATE HEAD TRACK. USING #14 (.182) DRILL, DRILL THRU PREPARED HOLES IN HEAD TRACK AND ANCHOR WITH #28-713 SCREWS. THE STACK END OF THE HEAD TRACK MUST BE LOCATED EXACTLY OVER THE END OF THE STRAIGHT FLOOR TRACK. ALWAYS CHECK SHOP DRAWINGS FOR THIS LOCATION. IF THIS POSITIONING IS CAREFULLY DETERMINED, THE HEAD TRACK STACK ASSEMBLY WILL BE LOCATED CORRECTLY WHEN ATTACHED. ALWAYS CHECK IT WITH A PLUMBLINE AS SHOWN BELOW TO BE SURE.



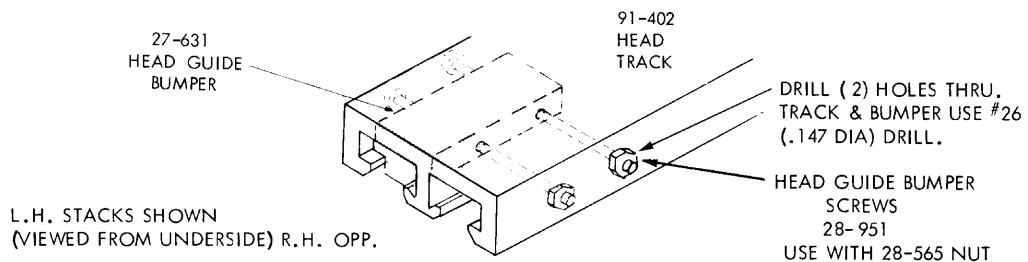
- 2d** INSTALL HEAD DIVERTERS AND CURVES AND ANCHOR THRU FOUR END HOLES ONLY. ENDS OF PART MAY REQUIRE FILE FIT.



- 2e** SHIM HEAD TO PROPER HEIGHT. USE A "STORY POLE" TO GET THE HEIGHT OF THE HEAD TRACK EXACTLY RIGHT. MAKE A GOOD STOUT ONE OF A 2 x 4 AND WORK TO A FREE FIT. (SEE SHOP DRAWINGS FOR STORY POLE HEIGHT)



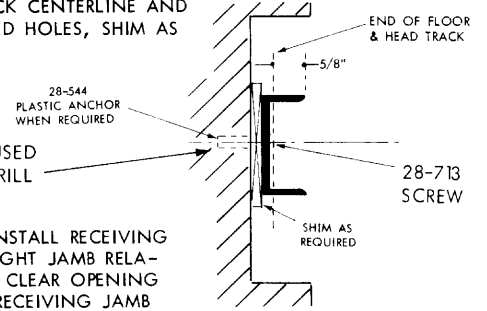
- 2f** UNLESS PANELS ARE TO BE INSTALLED IN STACK AREA (SEE INSTRUCTION 4A), INSTALL BUMPERS IN END OF STACK AREA HEAD TRACK AS SHOWN BELOW. (NOTE: BUMPERS MUST BE INSTALLED AFTER PANELS WHEN PANELS ARE INSTALLED IN STACK AREA.)



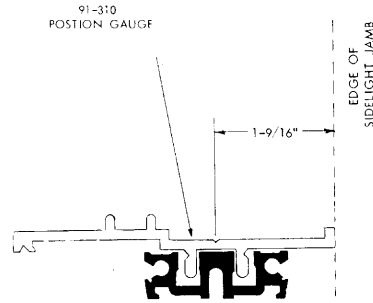
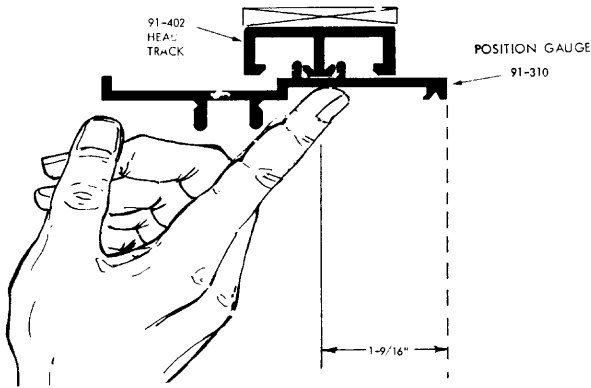
INSTALLATION OF RECEIVING JAMB CHANNEL OR RECEIVING JAMB ASSEMBLY, AND TERMINATOR MULLION STRIP.

3a WHEN REQUIRED, INSTALL RECEIVING JAMB CHANNEL AT END OF CLEAR OPENING. THE RECEIVING JAMB CHANNEL SITS ON THE FLOOR TRACK FLUSH TO INSIDE WALL, AND BUTTS TO HEAD TRACK FLUSH TO INSIDE WALL. WITH THE CHANNEL EVEN WITH THE FLOOR AND HEAD TRACK. ITS CENTERLINE MUST GOINCIDE WITH TRACK CENTERLINE AND IT MUST BE PLUMB SO THAT THE FIRST PANEL WILL MATE SQUARELY WITH IT. DRILL THRU PREPARED HOLES, SHIM AS REQUIRED, AND ANCHOR WITH #28-713 SCREWS.

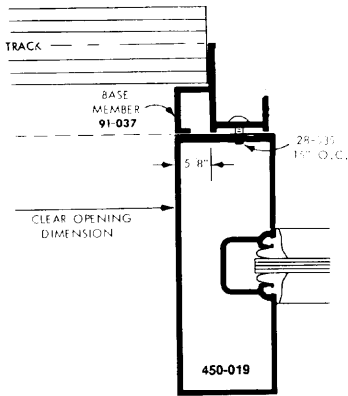
USE 5/16" (7.9) DRILL
WHEN PLASTIC ANCHOR IS USED
OTHERWISE USE #14(.182) DRILL



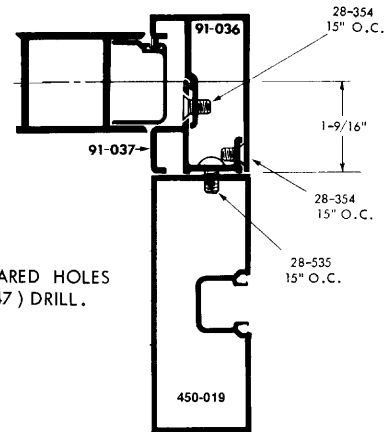
3b WHEN RECEIVING JAMB ASSEMBLY IS REQUIRED, SIDELIGHT JAMBS MUST BE IN PLACE IN ORDER TO INSTALL RECEIVING JAMB ASSEMBLY. USE POSITION GAUGE #91-310 AS SHOWN TO LOCATE TOP AND BOTTOM OF SIDELIGHT JAMB RELATIVE TO TRACK CENTERLINE. SEE SHOP DRAWINGS FOR LOCATION OF SIDELIGHT JAMB RELATIVE TO CLEAR OPENING WIDTH. SIDELIGHT JAMB MUST BE PLUMB SO THAT THE FIRST PANEL WILL MATE SQUARELY WITH THE RECEIVING JAMB ASSEMBLY.



3c ATTACH THE BASE MEMBER OF THE RECEIVING JAMB ASSEMBLY TO THE SIDELIGHT JAMB WITH #28-535 SCREWS. DRILL THRU PREPARED HOLES WITH A #26 (.147) DRILL. ATTACH THE FACE TO THE BASE IN THE POCKET AREA WITH #28-354 SCREWS. USE #28-354 SCREWS TO HOLD THE BACK OF THE FACE TO THE BASE LEG.

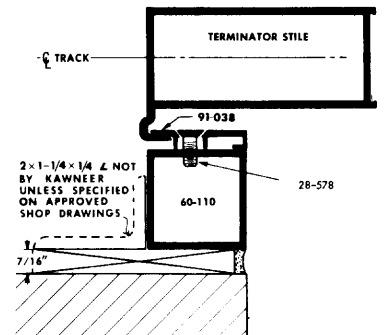
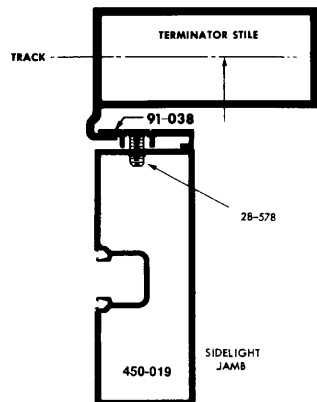
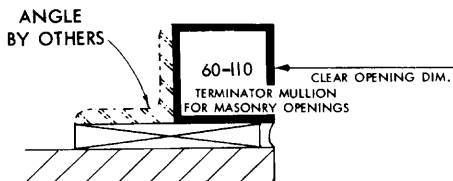


NOTE: DO NOT CUT COPED ENDS



DRILL THRU PREPARED HOLES WITH A #26 (.147) DRILL.

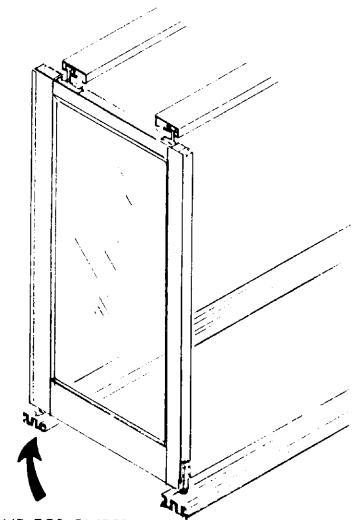
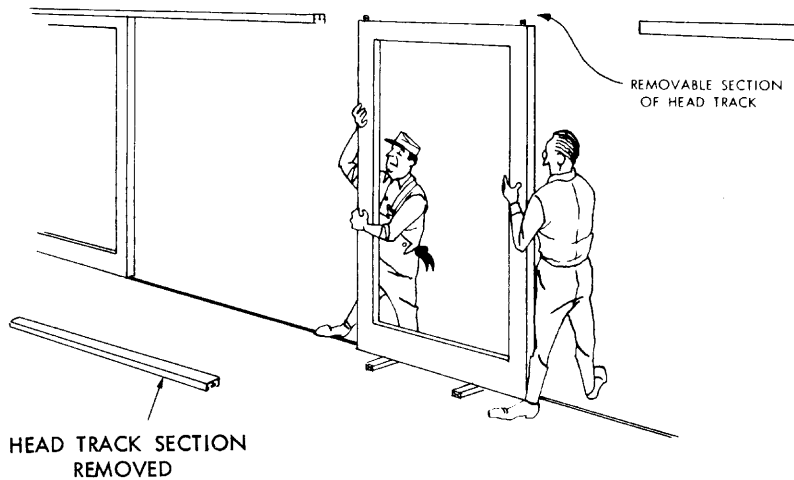
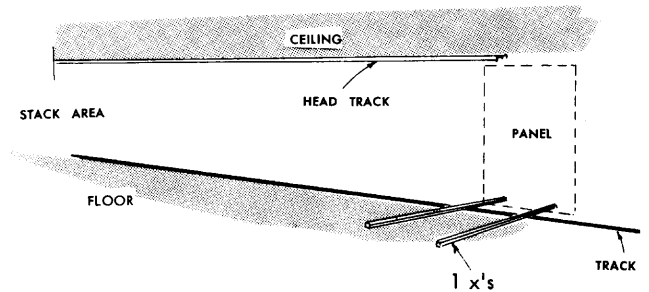
3d INSTALL SIDELIGHT OR TERMINATOR MULLION USING POSITION GAUGE #91-310 AS SHOWN TO LOCATE TOP AND BOTTOM OF MULLION. SEE SHOP DRAWINGS FOR LOCATION OF MULLION RELATIVE TO CLEAR OPENING.



PANEL INSTALLATION

- 4a** EXCEPT WHEN PANELS ARE INSTALLED IN STACK AREA, TAKE DOWN REMOVABLE SECTION OF HEAD TRACK (SEE SHOP DRAWINGS). IF STORAGE AREA SIZE ALLOWS FOR IT, YOU CAN INSTALL PANELS FROM THE STACKING END OF THE TRACK WITH BUMPERS REMOVED.
- 4b** REMOVE TEMPORARY BLOCKING FROM BOTTOM RAIL OF PANELS TO BE INSTALLED AND LAY TWO 1 x's ACROSS TRACK TO PROTECT CASTER GUIDES DURING INSTALLATION.

- 4c** LIFT PANEL INTO HEAD RECESS AND LOWER ONTO 1 x's BLOCKING.



- 4d** LOCATE CASTER GUIDES IN CORRECT GROOVES.

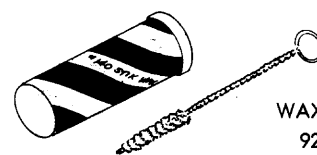
- 4e** REMOVE BLOCKING AND CAREFULLY ROLL THE PANEL ALONG THE TRACK AND DIRECT HEAD GUIDES INTO CORRECT GROOVES. THESE MUST CORRESPOND WITH THE POSITION OF THE CASTER GUIDES DIRECTLY BELOW.

CAUTION: PANELS WILL FALL OUT OF THE STACK ASSEMBLY UNLESS HEAD GUIDE BUMPERS ARE IN PLACE. (SEE SKETCH 2-F)

SOME PANELS WILL HAVE TO BE IN STACKED POSITION FOR INSTALLING ALL PANELS.

- 4f** INSTALL REMAINING PANELS USING THE PROCEDURE ABOVE. THEN REMOVABLE HEAD SECTION CAN BE REPLACED.

- 4g** CLEAN AND WAX ALL FLOOR TRACK GROOVES AND CASTER GUIDE BLADES, LUBRICATE SHAFT OF HEAD GUIDE PIN W/WD-40 OR SPRAY SILICONE AND INSTALL HEAD GUIDE PINS WITH 91-315 WASHER IN HOUSINGS AT TOP OF PANELS.



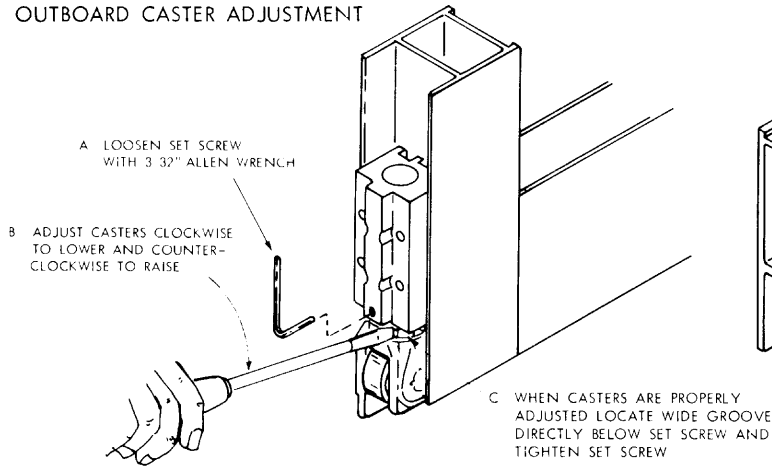
WAX & APPLICATOR
92-173 & 92-174

PANEL ADJUSTMENT

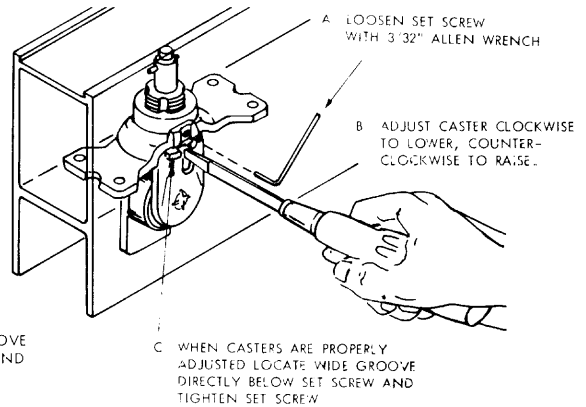
- 5a** ADJUST CASTERS TO PROPERLY ALIGN PANELS, BEGINNING WITH FIRST PANEL INTO CLEAR OPENING --- SEE SHOP DRAWINGS FOR TOP AND BOTTOM CLEARANCES BETWEEN PANEL AND TRACK.

THE FIRST PANEL INTO THE CLEAR OPENING MUST MATE INTO THE RECEIVING JAMB OR JAMB CHANNEL ASSEMBLY. AS EACH PANEL IS BROUGHT INTO PLACE IT SHOULD BE ADJUSTED TO MATCH THE INTERLOCK OF THE ONE ALREADY IN PLACE. THE LAST PANEL INTO THE CLEAR OPENING WILL ENGAGE THE INTERLOCK STRIP, WHICH WILL BE INSTALLED NEXT.

OUTBOARD CASTER ADJUSTMENT



INBOARD CASTER ADJUSTMENT

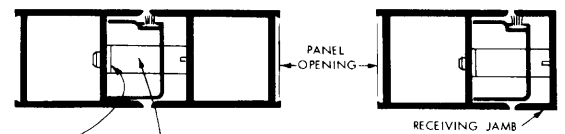


IF DOORS WON'T STACK ... DO NOT FORCE THEM! ... CHECK THE FOLLOWING:

1. HAS TRACK AND STACK AREA BEEN PROPERLY CLEANED AND WAXED?
2. RECHECK THE POSITIONING OF ALL GUIDES AND BLADES PER SHOP DRAWINGS. BE SURE YOU UNDERSTAND THE FUNCTION OF THE DOUBLE GROOVE TRACK SYSTEM.
3. CHECK TRACK CENTERLINES TO BE SURE THE HEAD CENTERLINE COINCIDES WITH THE FLOOR TRACK CENTERLINE. CHECK DIMENSIONS BETWEEN CENTERLINES OF TRACK IN STACK AREA. IT SHOULD EQUAL CASTER SPACING CENTERLINE.
4. CHECK CLEARANCES ABOVE AND BELOW PANELS.
5. THE BIGGEST OFFENDER IN RECESS TRACKS IS OUT OF LEVEL TRACK, OR STACK AREAS. YOU MAY HAVE TO CHOP IT OUT. REMEMBER AS MENTIONED EARLIER, "BE SURE IT IS LEVEL"

NOTE: ON UNITS WITH SURFACE APPLIED SILL TRACKS, PANELS MAY HAVE TO BE READJUSTED FOR PROPER STACKING DUE TO UNLEVEL FLOOR TRACK.

- 5b** ADJUST PANELS TO FIT LOCK AND CLEAR OPENING. SLIDE THE LAST PANEL INTO PLACE AND LOCK IT. IF CLEARANCE BETWEEN PANELS DOES NOT ALLOW LOCKING, SHIM WASHERS UNDER PANEL SPACER STUDS CAN BE REMOVED FROM ONE OR MORE PANELS TO ALLOW LOCKING. IF PANELS FIT TOO LOOSELY, AN ADDITIONAL WASHER MAY BE ADDED UNDER THE PANEL SPACER STUDS OF ONE OR MORE PANELS TO TAKE UP THE SLACK.



SHIM WASHER #28-279

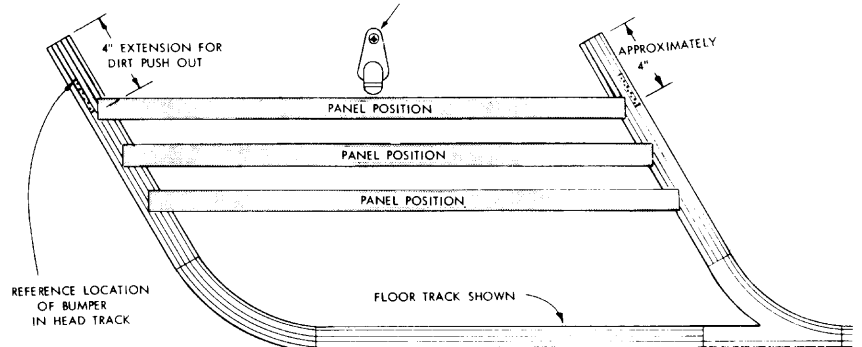
SPACER STUD 91-174
(ADJUSTABLE BY ADDITION OR REMOVAL OF WASHERS)

IF CLEAR OPENING IS TOO SMALL REMOVE WASHERS

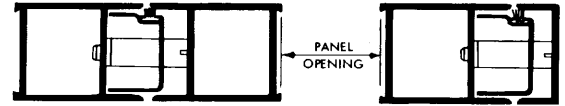
IF CLEAR OPENING IS TOO BIG ADD WASHERS

- 5c** PLUMB FIRST PANEL INTO STACK AGAINST STOPS IN HEAD TRACK AND INSTALL FLOOR BUMPER AGAINST THE CENTER OF THE BOTTOM RAIL.

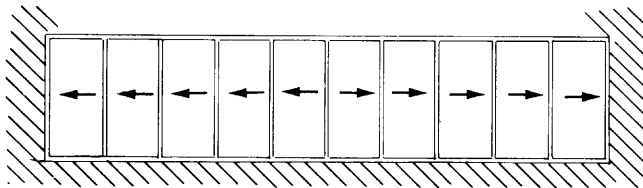
FLOOR BUMPER #91-167
(INCLUDES SCREW & ANCHOR)



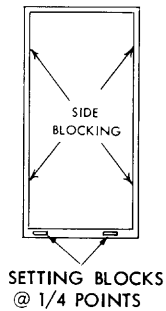
- 6a** CUT GLASS 3/8 LESS THAN PANEL OPENING WITHOUT GLASS STOPS TO ASSURE MAXIMUM GLASS BITE.



- 6b** WITH PANELS PROPERLY ADJUSTED AND LOCKED, GLAZE PANELS. THIS MAINTAINS THE ADJUSTED SHAPE OF THE PANELS. BLOCK GLASS AT 1/4 POINTS AT THE BOTTOM. SIDE BLOCK GLASS TO PREVENT GLASS SHIFT DURING MOVEMENT TO AND FROM STACK.

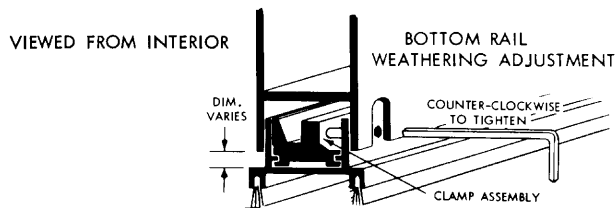
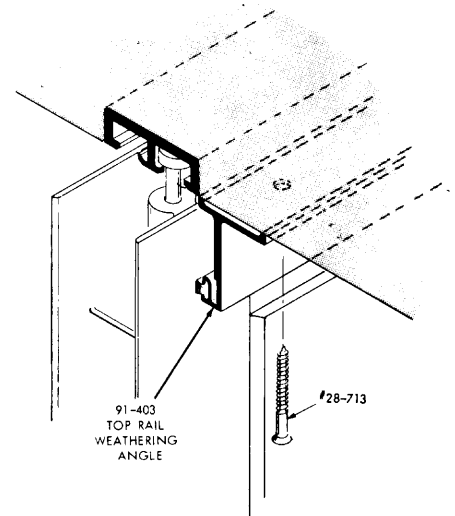


PANELS ADJUSTED AND LOCKED



- 6c** WHEN REQUIRED, POSITION TOP RAIL WEATHERING ANGLE AS SHOWN ON SHOP DRAWINGS AND INSTALL USING #28-713 SCREWS, USE #14 (.182) DRILL.

- 6d** WHEN REQUIRED, ADJUST BOTTOM RAIL WEATHERING. TO ADJUST WEATHERING HEIGHT, LOOSEN THE CLAMP ASSEMBLY BY TURNING THE CLAMPING SCREW CLOCKWISE WITH A 5/32" ALLEN WRENCH (3 CLAMPS PER PANEL). DROP WEATHERING CHANNEL UNTIL PILE IS TOUCHING TRACK. THEN TIGHTEN CLAMPING SCREWS.



FOR 190 EGRESS DOOR ONLY

GLASS SIZE to be 3/8" (9.5) less than door lite opening (Hgt & Wdth)

1. Raise adjustable setting block to maximum retracted position.
2. Install vertical glass stops first, then horizontals on one side of door.
3. Install rubber setting block (Fig. 1).
4. Install glass in place, centered between stiles and tight against bottom rubber setting block. (Fig.1)
5. Using thumb or tool, rotate glass jacks counterclockwise to set against glass.
6. Install remaining vertical glass stops first, then horizontals.
7. Turn the adjustable setting block screw clockwise and adjust for uniform clearance between top edge of door and frame.

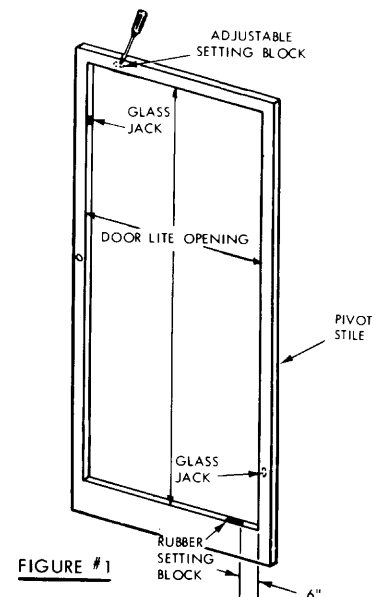


FIGURE #1



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