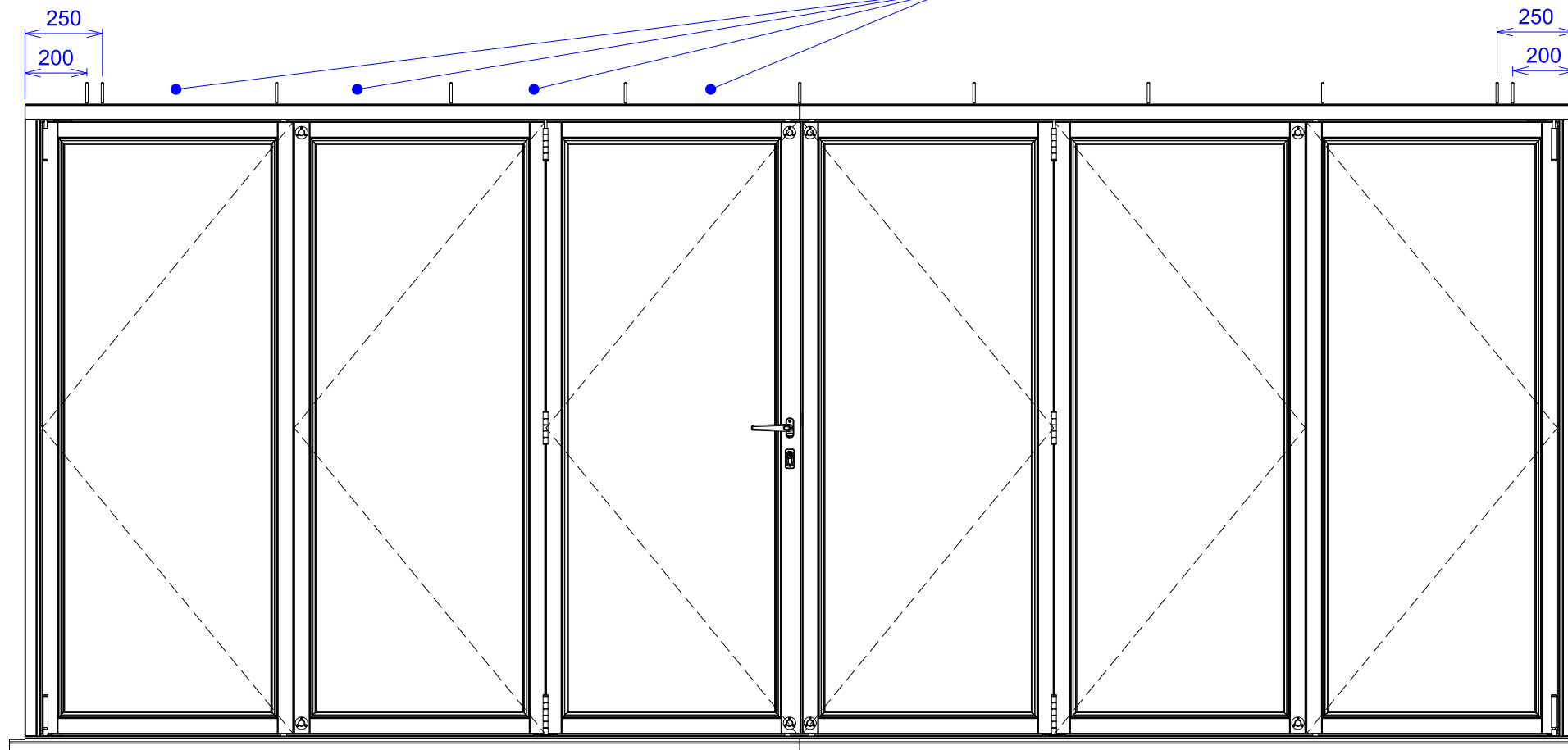


IT IS ADVISABLE THAT EITHER END OF THE TOP TRACK IS TIGHTLY PACKED AGAINST THE APERTURE, LEAVING THE MIDDLE WITH A SLIGHT GAP. THIS WILL ALLOW YOU TO RE TIGHTEN THE SCREWS TO STRAIGHTEN THE TRACK AT A LATER DATE IF IT STARTS TO SAG SLIGHTLY.

ALL OTHER FIXING SPACINGS APPROXIMATELY 500MM



IT IS CRITICAL THAT AFTER DRILLING AND FIXING THE TOP TRACK INTO POSITION, THE INSIDE IS THOROUGHLY CLEANED BEFORE RUNNING THE ROLLERS ACROSS IT.

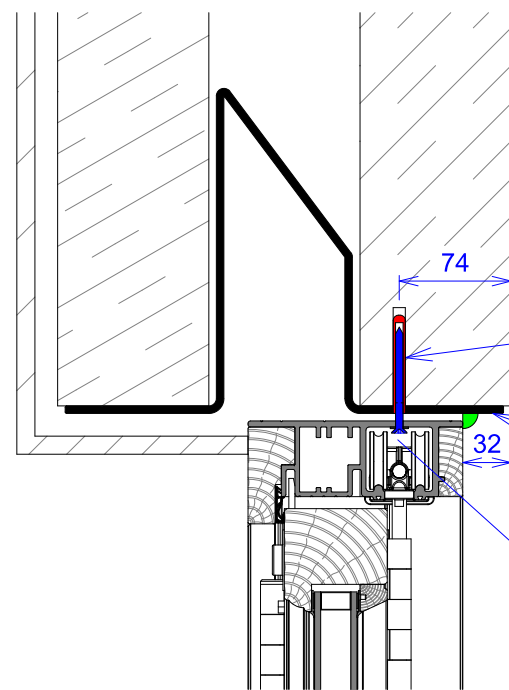
IF DEBRIS BECOMES EMBEDDED IN THE TOP ROLLERS IT WILL BE DIFFICULT TO REMOVE AND WILL AFFECT THE SMOOTH OPERATION OF THE DOORS!

A PRESSURISED AIRLINE FROM AN ON SITE COMPRESSOR FOLLOWED BY A DAMP RAG WORKS BEST FOR THIS.

TOP TRACK MUST BE SECURED THROUGH THE CENTRE INTO STRUCTURAL LINTEL OR BEAM ABOVE (FIXINGS NOT SUPPLIED)

TIP:

WHEN DRILLING FIXING HOLES THROUGH THE TOP TRACK, DRILL THROUGH A PIECE OF WOOD FIRST AND USE IT AS A DEPTH STOP. THIS WAY, WHEN THE DRILL BIT BREAKS THROUGH THE ALUMINIUM SUDDENLY IT WILL PREVENT THE DRILL CHUCK HITTING AND DAMAGING THE TOP TRACK.



LINTEL

MAXIMUM GAP FOR HEAD OF FIXING TO ALLOW FREE PASSAGE OF ROLLERS IS 12MM X 12MM

	BIFOLD DOORS	AUTHOR George Wynder		
		DATE 09/05/2012		
	TOP TRACK FIXING DETAILS			
A3	-			01