



Rev 04.07.09

BUYER'S PREPARATION AND CARE OBLIGATIONS

1. Site Preparation. Buyer agrees to prepare the structure for the installation of the product in accordance with drawings prepared by the seller. Buyer shall be responsible for all field measurements with the installation of the product.
2. Safe Storage. Buyer agrees to maintain the product on site and in a protected manner that will protect the product from weather or foreign substances that may damage the unfinished surfaces of the product before final wood surface painting (completed by Buyer) and the proper installation in accordance with the drawings. Buyer acknowledges receipt of the attached WIC Technical Bulletin 419-R Rev. 4/96, which covers handling of fine woodwork. Buyer agrees to apply sealing materials to wood surfaces within 48 hours of delivery.
3. Installation Liability. Seller will provide units that are leveled and plumbed; doors and sash faces that are fitted and adjusted to each specific opening before product is shipped. Removal by finishers or other trades requires that they replace each piece of hardware exactly as removed. Seller shall not be liable for charges incurred due to failure to reinstall parts or portions of the product in accordance with the drawings. The product is sold exactly as drawn and no flashing material or decorative trim materials are included in the purchase of the product.
4. Cleaning after Installation. Buyer shall be responsible for on-site final clean up and trim of silicone sealant and perimeter caulking and grouting, as well as glass cleaning after installation. Buyer shall also do any necessary touch-up to painting after installation.
5. Yearly Routine Maintenance. Proper maintenance includes, but is not limited to, lubricating locks and moving parts (except wheels), as well as keeping tracks and surfaces clean and waxed. In corrosive environments, such as near the ocean or around swimming pools, cleaning and lubricating the doors may be necessary more often. Sand is particularly damaging to tracks and rollers on sliding doors if not properly maintained.

Weiland Sliding Doors and Windows, Inc.

2601 Industry Street • Oceanside, California 92054

Office: 760.722.8828 • Facsimile: 760.722.8838 • www.weilandslidingdoors.com



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Sliding Doors and Windows, Inc.

Site Preparation Guide

Weiland Sliding Doors and Windows, Inc.
Oceanside, CA 92054
(760) 722-8828

www.WeilandSlidingDoors.com

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Foundation Prep

Track System

One of the unique aspects of the Weiland Lift Slide system is the minimal track that is exposed after installation. To obtain this look and allow the large weight of the doors to travel smoothly, a rather unique track system has been developed. This system has been developed with an easy installation in mind but the system requires some pre installation planning.

The concrete/wood framing in this area should be of the highest quality.

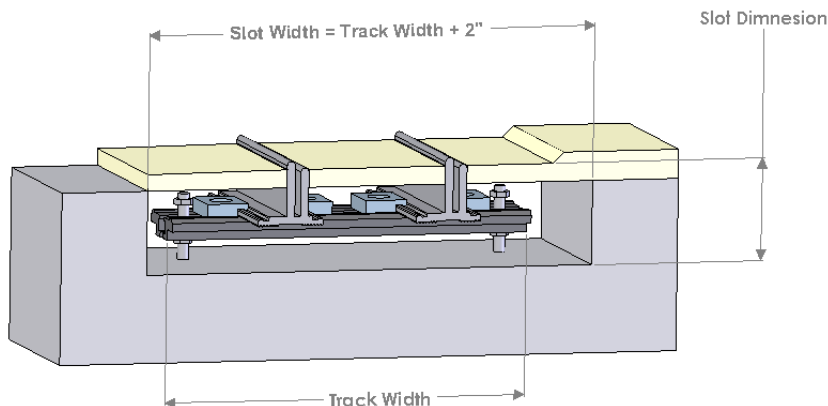
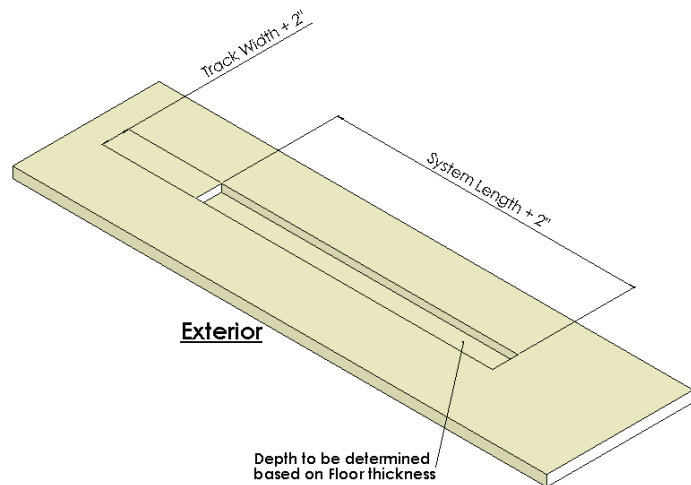
Reference the shop drawings when determining slot dimensions for both length and width of the track. A slot needs to be prepared in the rough flooring.

The dimensions of the slot are determined by the configuration of the door system to be installed, as well as the flooring material thickness. The length of the slot in the sub floor is determined by the overall system length plus 1" shim at each end. The width is determined by the width of the track system as defined in your shop drawings plus 1" shim on each side. Refer to your drawings to determine both of these dimensions.

Determining the Slot Depth

Often the customer has not selected their floor material at this stage in construction. The depth of the slot is determined by subtracting 2-13/16" from the finished floor location. This dimension allows for about one inch of shim space below the bottom of the track, which should handle even the worst conditions.

Over the years several standard flooring thickness have been seen as a so-called "standard group" of floor material thickness. With that in mind this manual includes several examples of standard thickness of floor material and the slot depth dimensions for your use.



Finished Flooring thickness	Slot Depth
1/2"	2 5/16"
3/4"	2 1/16"
1"	1 13/16"

Framing Considerations

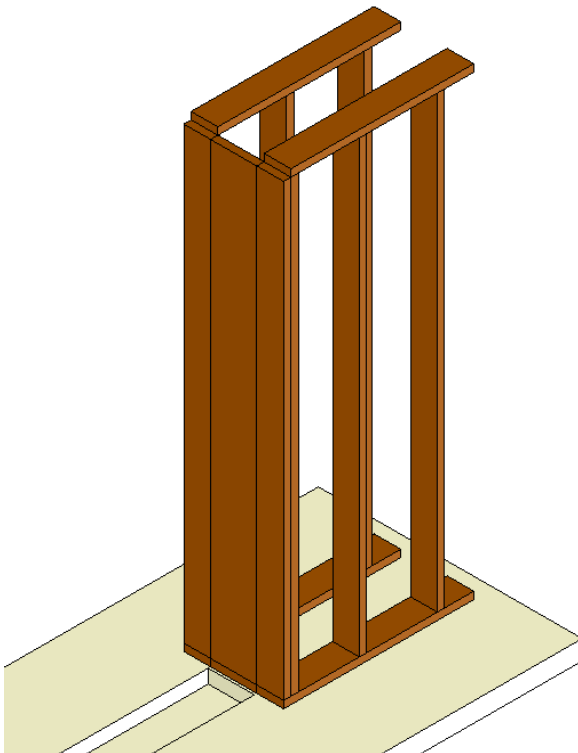
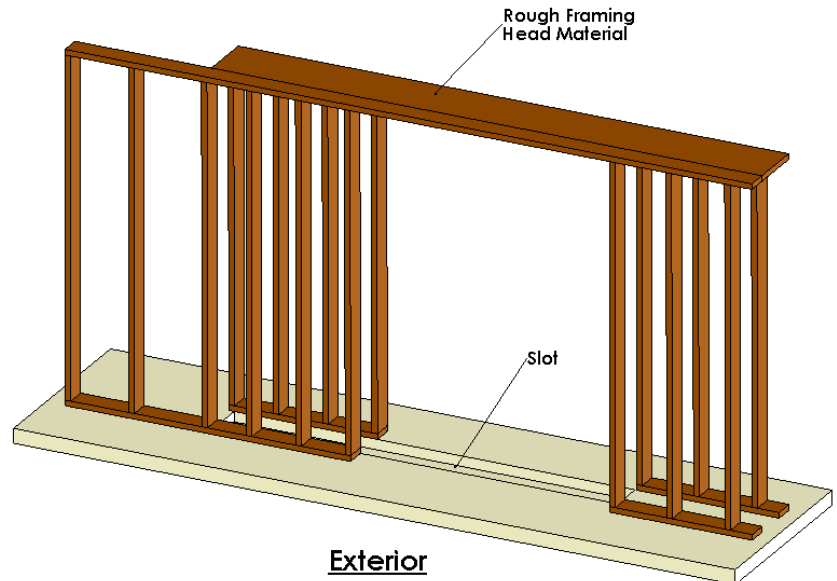
Framing an opening for a Weiland Liftslide system has particular requirements. They occur in framing at the header, at the side jambs and in the area of the pocket interlocks.

Header

Only minimal deflection may occur at the rough opening header. No deflection over the entire unsupported span can be greater than 1/8" once that header beam is fully loaded. Special care should be taken in the case of a transom window set above the opening header.

The head track supplied with your Lift Slide is just a guide and cannot contact the door at all. ***Most of the service callbacks related to "hard to move panels" are a result of the header sagging and consequently restricting door operation.***

In addition, the entire header opening should be covered with plywood to accommodate installation of the mounting screws (not supplied) to the framing. This plywood-mounting surface should be as wide as the widest part of the head, as defined on your shop drawings.



Side Jamb

The side jamb rough framing should be as wide as the supplied jamb in order to create a secure mounting surface.

A continuous plane of material should be installed to accommodate the installation hardware (not supplied) whose locations vary with system size.

Pockets

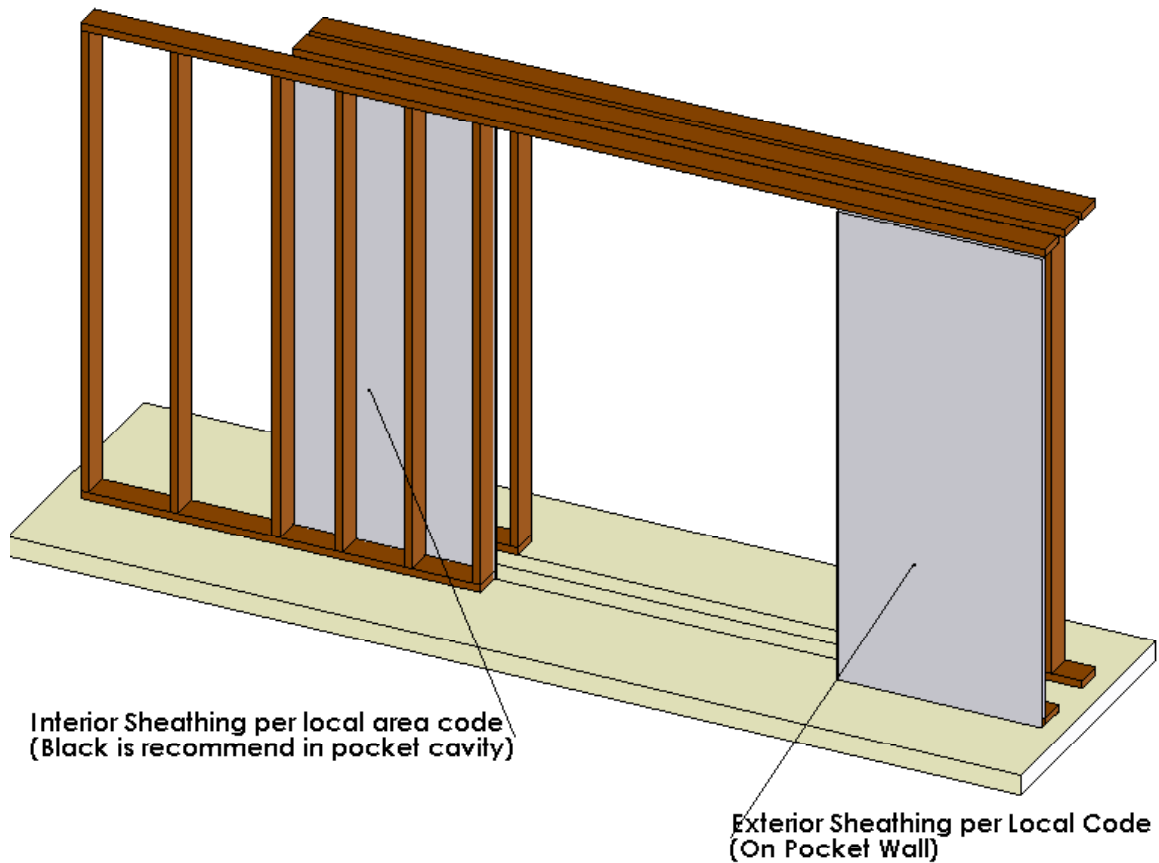
The exterior wall should be sheathed according to your exposure level to the weather and local building codes. The pocket interlock seals the doors to the building and are supplied with the unit. They also require a continuous plane of building material for mounting,

The interior pocket walls should be framed after the door system has been installed.

Doing so will make installation of the head, bottom track and pocket interlocks much easier.

It will also make removal of the panels easier after the job is complete.

If for some reason you are unable to leave the interior pocket wall unframed, leave the framing of the interior pockets unsheathed. This will allow the installation work within the pocket to be completed without having to squeeze into the pocket. Weiland pockets are narrow. For a 2 panel system the pocket is only 8 5/8" wide.



Pre-Installation Check List

General Information

Often shop drawings are revised so system dimensions may change during the order and design phase. Before you begin this checklist make sure you have the **final approved shop drawings**. All of these items should be correct before the installer arrives so that you are not paying him to make corrections of these items.

1. The rough opening is the correct size, plumb and square. This is critical as once the installer is on site, you will not want to pay him to adjust the rough framing prior to the installation or stand around while you adjust the framing
2. No sagging header. Take into account if the roof has been loaded or not. The maximum deflection over entire length of opening should not exceed 1/8" max. after the roof is loaded.
3. No bumps or arches on the sub floor.
4. Correct recess from finished floor location to bottom of slot. Minimums are listed on the drawing but more is always better. You can adjust the track up and down easier than chip out concrete or reframe the slot.
5. The level of the finish floor needs to be determined ahead of time and noted somewhere near the opening. If the track will be embedded into concrete, the slot for the track needs to be set in the concrete according to the drawing. If the system will be over a framed truss structure, a way to contain the track to accommodate the dry pack of concrete surrounding the track after installation should be determined.
6. The Weiland Lift Slide Door System may be built with a weep system. If so, the drain locations should be identified so the drain tubing can be run before filling the track.
7. For *pocketing systems*, insure that the finished pocket width and depth is correct. These dimensions are referenced in your drawings. The outside wall of the pocket needs to be framed in and sheathed according to the building codes in your area.

Wait to build the interior pocket walls until after the installation of the doors. This will allow easier access to the exterior pocket walls for installation of the head and bottom track; easier installation of the panels once the head and bottom track have been installed.

8. Although less desirable, the interior pockets can be framed, but left unsheathed so installation work within the pocket can be performed more easily. A certain amount of the interior pocket wall surfaces will be visible so it is best to paint the interior surfaces black. Do this before the doors are permanently installed.
9. Once your Weiland Door System™ arrives on site, unpack all components; check each against the packing slip and lay all of it near the appropriate opening.
10. Finish the wood surfaces prior to installation. The warranty requires that the doors should be sealed within 24 hours of delivery because:
 - a. It protects the wood from swelling and contracting, which can damage the wood itself and cause problems with operation.
 - b. Once the doors are installed, it is difficult to access the overlapping stiles on the doors.
 - c. Doors supplied open (no glass) are easy to remove until the glass is installed. Then it normally requires 2 to 3 people to remove and reinstall the panels.

11. Make several **story poles** to locate the top guide at the correct height over the bottom track.
To determine the length of the story pole, measure the height of the panel and subtract 7/16".
(Panel height is noted on your shop drawings).
12. Either wood framing or a continuous plane of plywood should be in place to anchor the head and/or side jamb.
13. The location of the mounting holes, which are pre-drilled, is dependent on system length and as such the complete sheathing makes the installation easier.
This will allow mounting hardware (not supplied) to be placed where necessary.

TOOLS:

Standard framing contractor or a finish carpenter tools are required.

Some specific tools that must be on site include the following:

- Laser level (or a water level – long and short)
- Open end wrenches for the adjustments of the studs
- Concrete drill (1/2" diameter)
- Several tubes of quick set epoxy (Simpson works well)
- Plumb bob (several to place along length of head track)
- Several ladders to install head
- All fasteners that might be necessary for the installation.
These should be on site prior to beginning the installation.

These may include:

All tread 1/4 20 x 4" anchor bolts (if going into a concrete sub floor)

1/4" – 20 nuts (2 for every all thread anchor bolt)

10 stainless steel screws at least 3 1/2 - 4" long.



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Liftslide Installation Guide

All Wood units have special notations or dimensions listed.

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www.WeilandSlidingDoors.com

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Section 1: Lift Slide Components

Component Overview

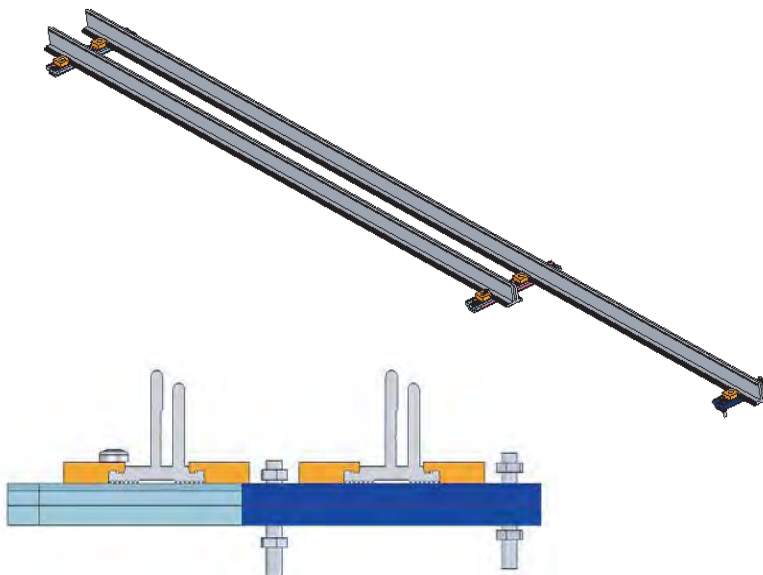
When your Lift Slide system is delivered, it will either be on a Weiland truck or by common carrier. If your system arrives by common carrier, it will be crated with the panels (and skirts for pocketing units) in one or more crates with the head, track, side jamb(s), and pocket interlock crated separately. All of the components are securely wrapped for protection during shipment.

Place the bundles near the opening so that the system does not need to be moved unnecessarily. Unwrap and inspect all components for damage or for missing parts. If there is any damage, please let your dealer or Weiland know immediately.

Below are drawings of the components. The number of components will vary depending on your configuration so refer to your shop drawings.

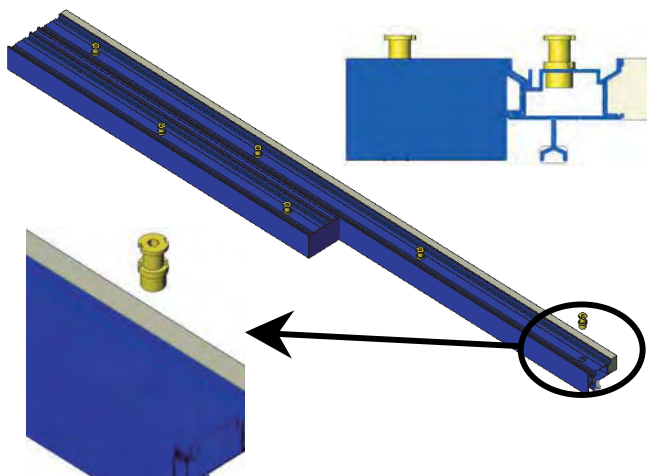
Bottom Track

The bottom track comes assembled as a single unit unless the overall system length exceeds 25 feet. In that case, the bottom track is broken into two pieces with a saddle to join them on site during installation of the track. An example of the track system that would be used on the 2 panel pocketing system described at the beginning of this manual is shown below.



Head Guide Track

The head guide track comes assembled as a single unit unless your system is shipped as an overnight delivery. In that case the head track will be broken into equal length pieces with guide pins for assembly prior to installation. An example of the head guide track system that would be used is shown below.

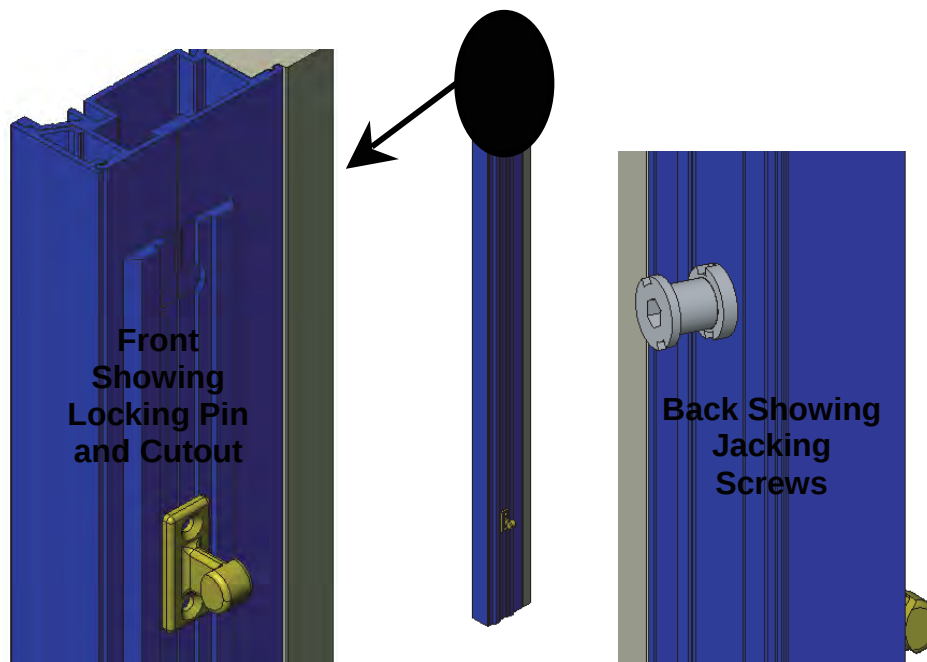


Please note: Head track displayed above is for an All Aluminum or Aluminum/Wood Liftslide. The head track for an **All Wood** Liftslide is not staggered.

Side Jamb

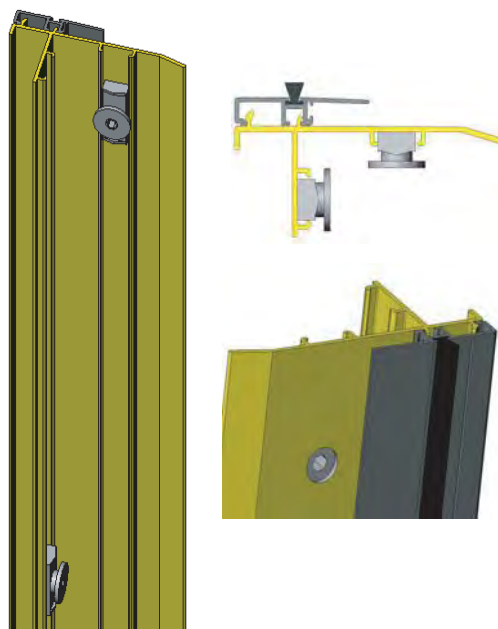
The side jamb(s) comes assembled as a single unit with built in jacking screws, wood interior fascia (if an Aluminum Wood system), and locking pins. An example of the side jamb that would be used is shown below for an All-Aluminum or Aluminum/Wood system.

For an **All Wood** Liftslide the width of the head track is the same width as the jamb.



Pocket Interlock

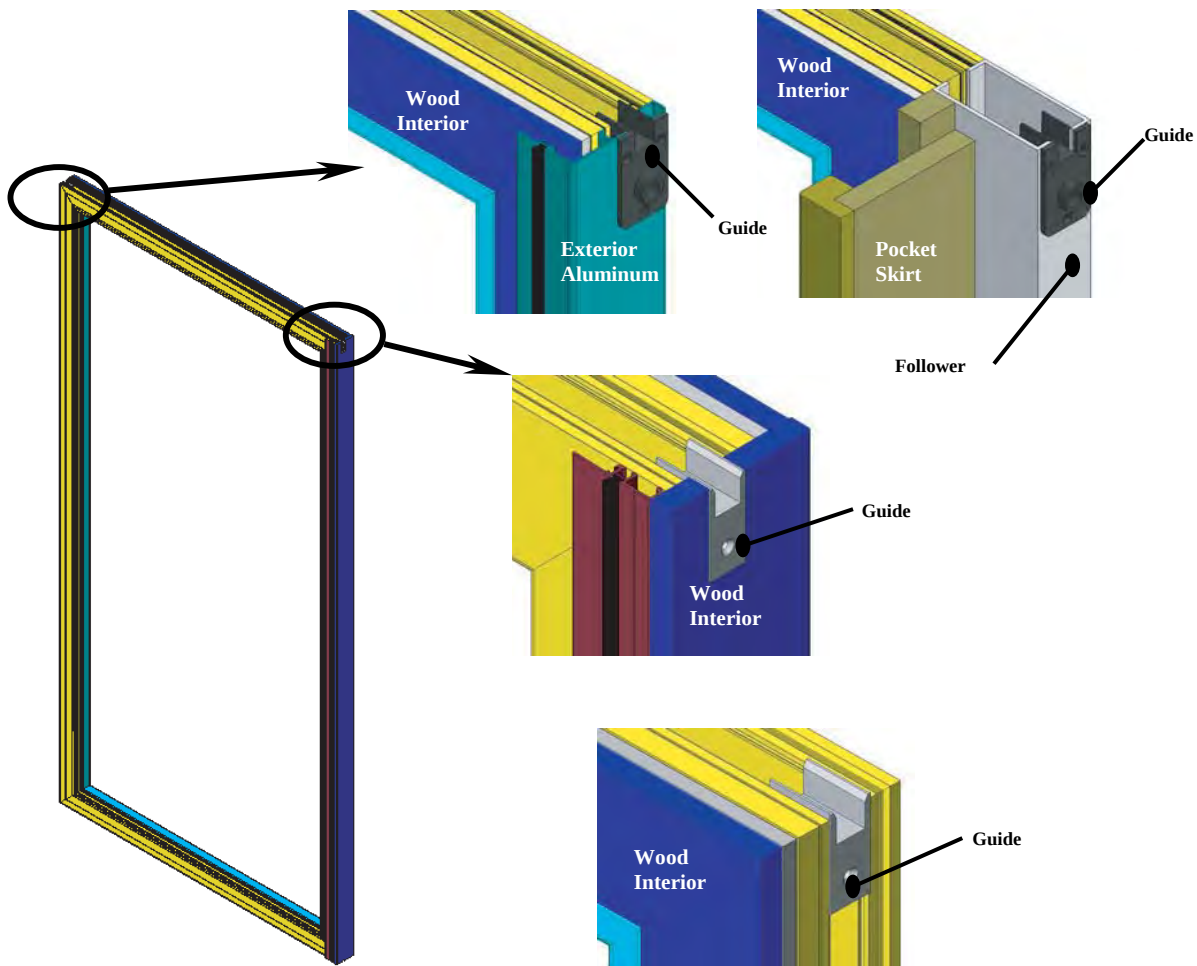
The pocket interlock is cut to the correct length and comes assembled as a single unit with brushes and jacking screws. An example of the pocket interlock that would be used on the 2 panel All Aluminum or Aluminum/Wood pocketing system is shown below.



On **All Wood** systems, the pocket interlock is 2-1/4" wide x 1" thick x system length. The pocket interlock is attached to the follower.

Panel

The panel comes assembled as a single unit with glass installed (unless it is a radius door or is requested open without glass) and all hardware. Each panel is individually wrapped with cardboard and secured with plastic wrap for protection. An example of the primary panel that would be used is shown below.



Section 2: System Installation

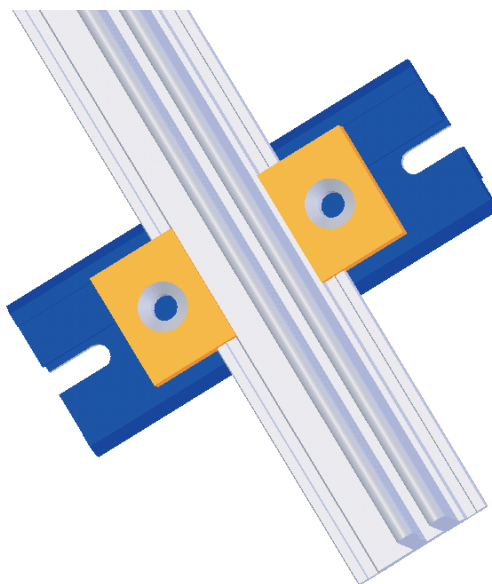
Before You Begin

The location of the finished floor determines the location of the bottom track and all other measurements for the door system are related to the bottom track. The approved shop drawings and tools listed in the pre-installation section should be on site. Lay out all components near the opening.

Note: For installation over wood, replace the anchor bolt description with hanger bolts.

Track Installation Prep

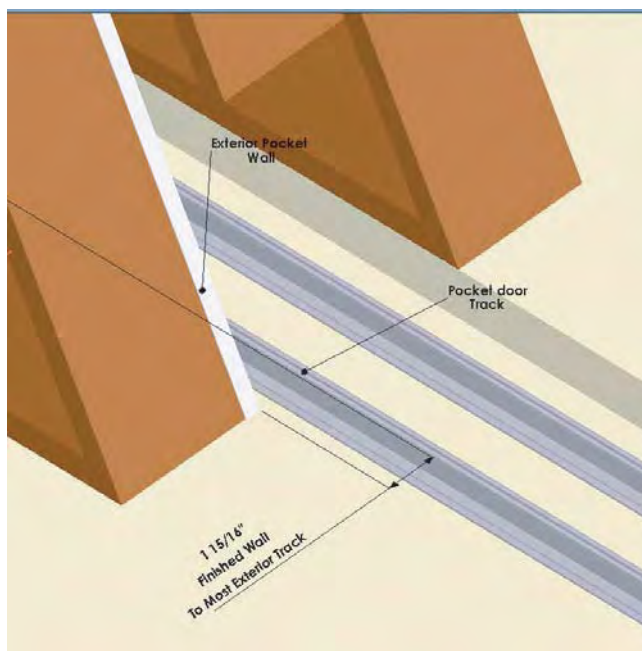
1. Determine the high spot on the slab near the opening for the Lift Slide and use it as the starting point for the entire installation. The flooring contractor will use this same location to start the flooring installation.
2. Using the high point on the slab, determine the finished floor location, taking into account any anticipated floating of the flooring material. Mark that location somewhere near the opening for future reference.
3. Each cross member (called a bridge) has been slotted to accept $\frac{1}{4}$ " round material. Which could be all-thread, hanger bolts and anchor bolts. Each bolt should be approx. 2" longer than necessary in order to secure the track. Drill holes in the bottom of the opening to match the mounting slots of the track.
4. Install a nut on each side of the bridge to secure the threaded pieces in place. The threaded rod will be used to adjust the track to the final level position in relation to the finished floor.



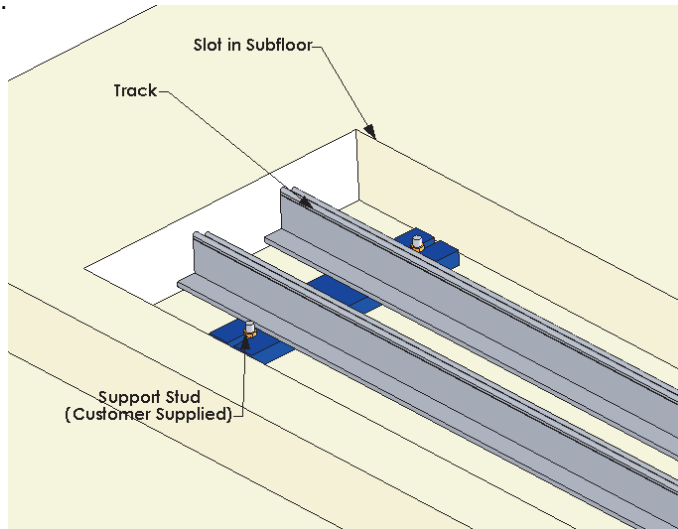
Bottom Track Location

Position Track

5. If the track has a pocket, the distance from the edge of the first track to the finished inside of the exterior pocket wall should be $1-15/16"$ ($2-11/16"$ for an **All Wood** unit). If the system system has two jambs, determine where the jambs will finish out in the opening. On the narrower of the jambs there is a scribe line running the length of the extrusion, which locates the relationship of the track to the jamb. The most exterior track should line up with the scribe line on the jamb. The jamb sits on top of the track. In addition, that location line is used pre-installed).

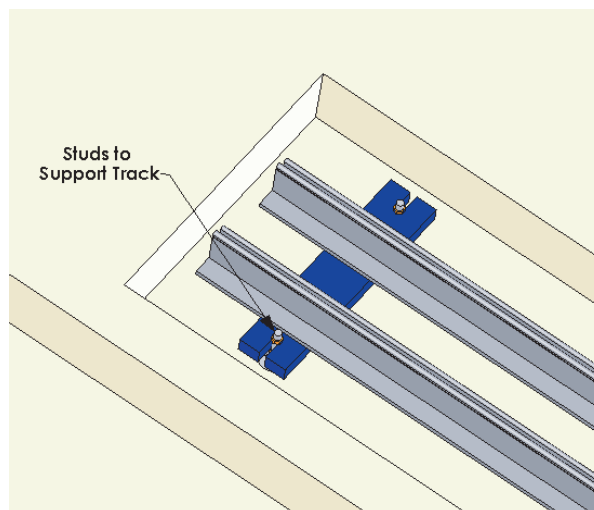
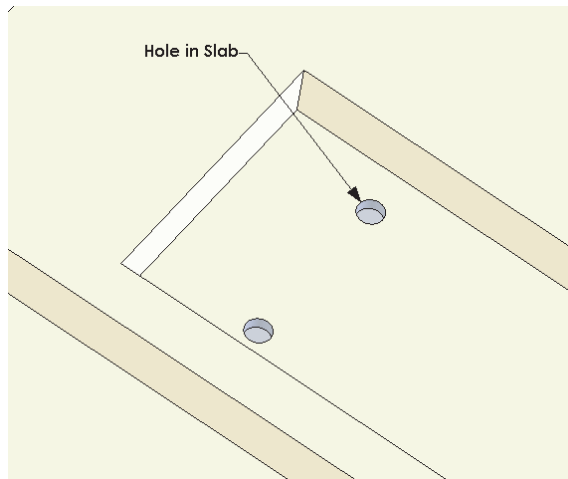


6. After the location of the track in the opening is set, (either in relation to a pocket or jamb), pull a string from one end of the opening to the other over the center of the longest track rail. The string should be just slightly higher than the finished track height ($3/16$ " above the finished floor height). Consider anybows or dips in the sub floor. Use your measurement of the finished floor as a reference measurement and add $3/16$ of an inch to locate the top of the track.
7. Adjust the nuts so the track is at least 2" higher than the finished position.
 - Preset the threaded rods with the nut close to the finished height.
 - Set the studs in the pre-drilled holes.
 - Set the track in place.
 - Tighten the nuts finger tight to square the bolts with the bridge supporting the track.
8. When all the stud/nuts assemblies are in place and the track is straight and level, mark the center of the studs on the floor. These marks will be used to drill holes in the slot.



Drill and Set Bottom Track

9. Move the track aside and drill holes at the locations marked from the above step. The holes should be approximately 1" deep. The diameter of the holes should be large enough to allow for some movement ($3/4$ " to 1" in diameter).
10. After the holes have been drilled, clean out the dust and debris with a shop vacuum or compressor. Reset the track in the trough. Adjust the nuts and bolts to level the track at the correct height. Use the string set up previously for a gauge for the alignment and height. If necessary, re-drill any holes that may not be deep enough or in the correct location.
11. When the track is within $1/16$ " of the desired height and in line with the string, epoxy the all-thread studs in the holes.

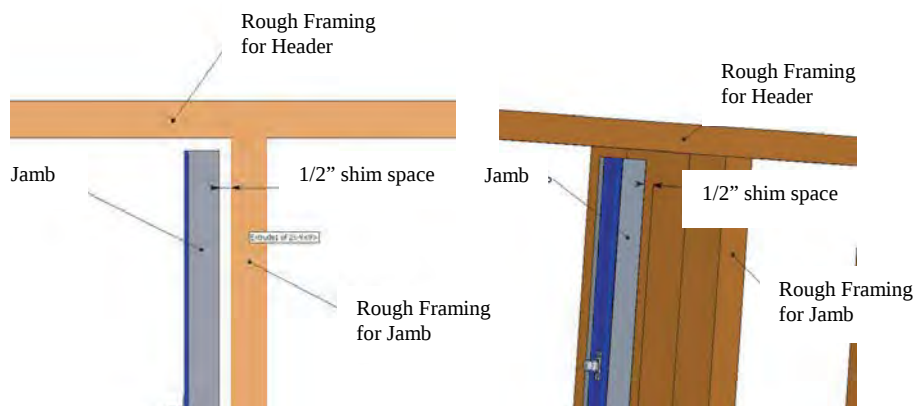


Top Guide Track and Side Jamb(s) Location

Installation of Side Jamb(s)

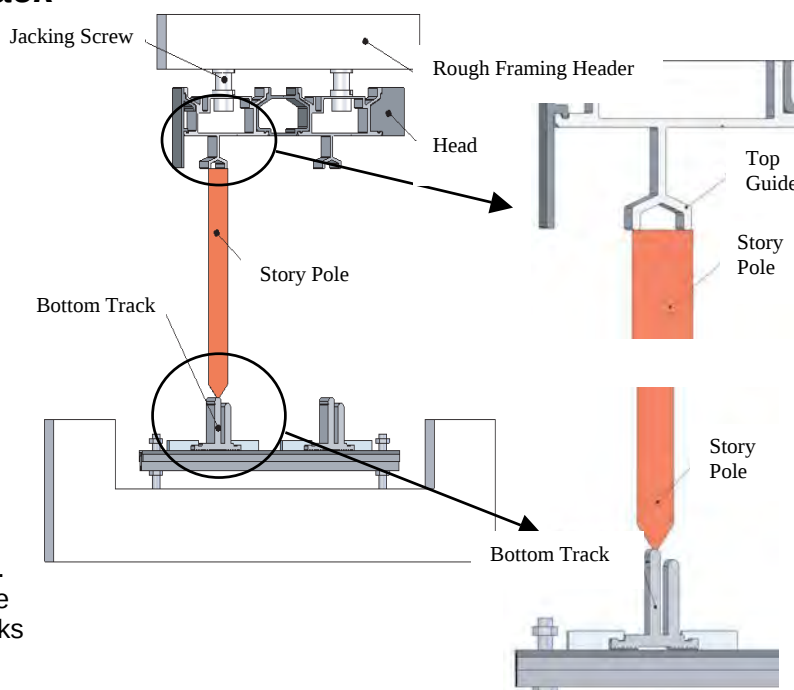
12. If your configuration has side jambs, place them into the opening in the correct position. Use the scribed line on the jamb as a guide to locate the jamb in relation to the bottom track. The side jambs need to be plumb. You will adjust for level once the head is installed. The side jambs should be placed in the opening to provide clearance for installation of the head.
13. Rest the side jambs against the rough framing so that there is at least ½ inch clearance for the head. To gain this additional space, pull the jacking screws all the way in. The side jambs have been notched out to accept the guides on the head track.

NOTE: The head sits between the jambs



Installation of Head Track

14. The side jambs are now in place and there is adequate clearance for the head jamb to slide into position. Determine the story pole height by measuring the panel height and subtracting 7/16" (1" for an **All Wood** unit).
15. Raise the head guide track into position and support it using the precut story poles. Insure that the head guide track is centered over the bottom track using a plumb bob or laser in several locations to confirm alignment. Any misalignment will translate into problems with the interlocks once the doors are installed.
16. Secure the top track with a minimal number of screws to hold it in place securely. If one end of the head is wide, use two screws on that end so that it stays flat when adjustments are made. Adjustments are much easier when just a few screws have been used.

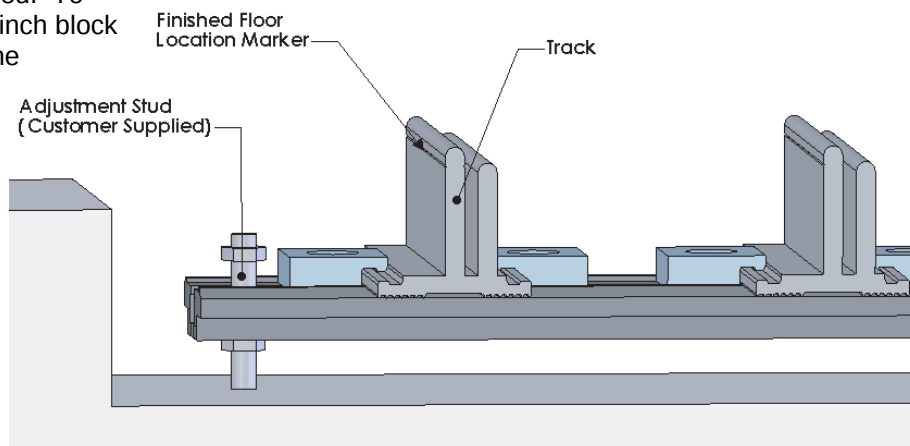


Final Positioning of Bottom Track

17. The epoxy should be hard by the time you have completed the head installation. Set the bottom track exactly to the height desired using the predetermined finished floor location. Remember, the final measurement from the finished floor to the top of the track is $\frac{3}{16}$ ". You need to make sure you take into account any bows or dips in your sub floor. Use a laser level or an optical instrument to determine the correct height.

This is the basis for the entire system, take your time and be sure it is exactly right (within $\frac{1}{32}$ " is not close enough)!

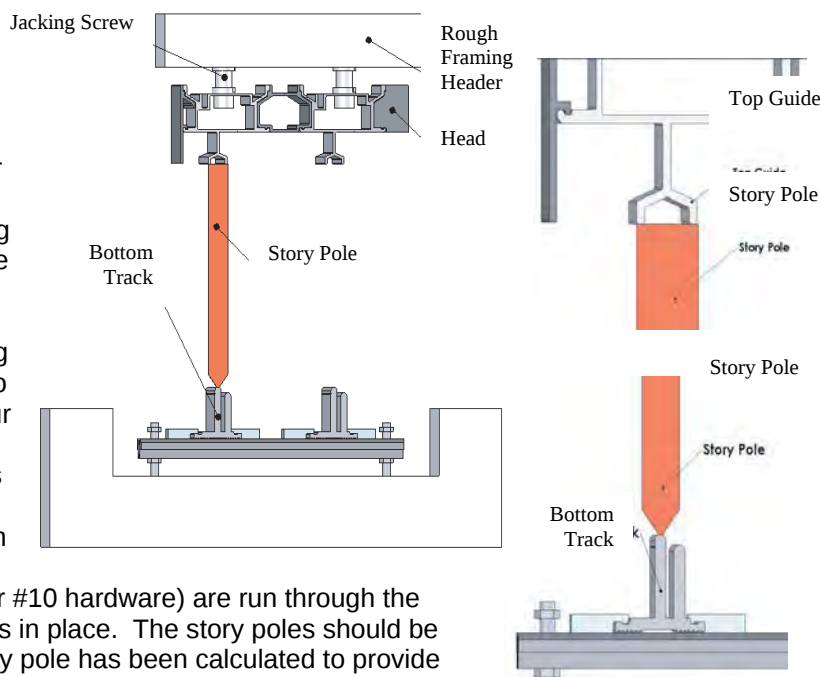
18. Once the track has been leveled, tighten all nuts with a wrench. Remove any remaining threaded rod above the top "lock nut" to secure the track in place. Recheck the track spacing to assure proper operation of the doors when installed. To do this, use a $\frac{3}{2}$ -inch block to double-check the spacing between tracks.



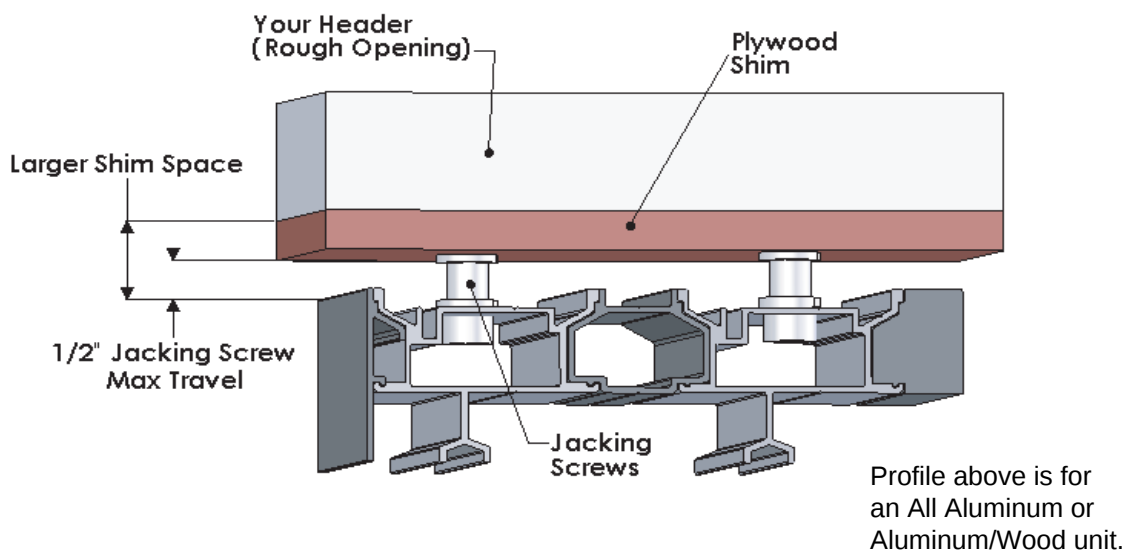
Final Adjustment of Top Guide Track

19. Recheck the position on the top guide track over the bottom track to insure that they are lined up. Use a plumb bob or laser level to insure that the top guide track is centered over the bottom track. Adjust if necessary prior to beginning final adjustment of top guide track.

20. Use the pre installed jacking screws to adjust the head to the correct height using your precut story poles as guides. The jacking screws are adjusted with a metric hex wrench (6mm) and then the installation screws (drilled and counter sunk for #10 hardware) are run through the jacking screws to lock things in place. The story poles should be snug but not tight. The story pole has been calculated to provide the correct clearance for the doors to move as well as assure that when the doors are in the locked position, the top gaskets seal against the guide.

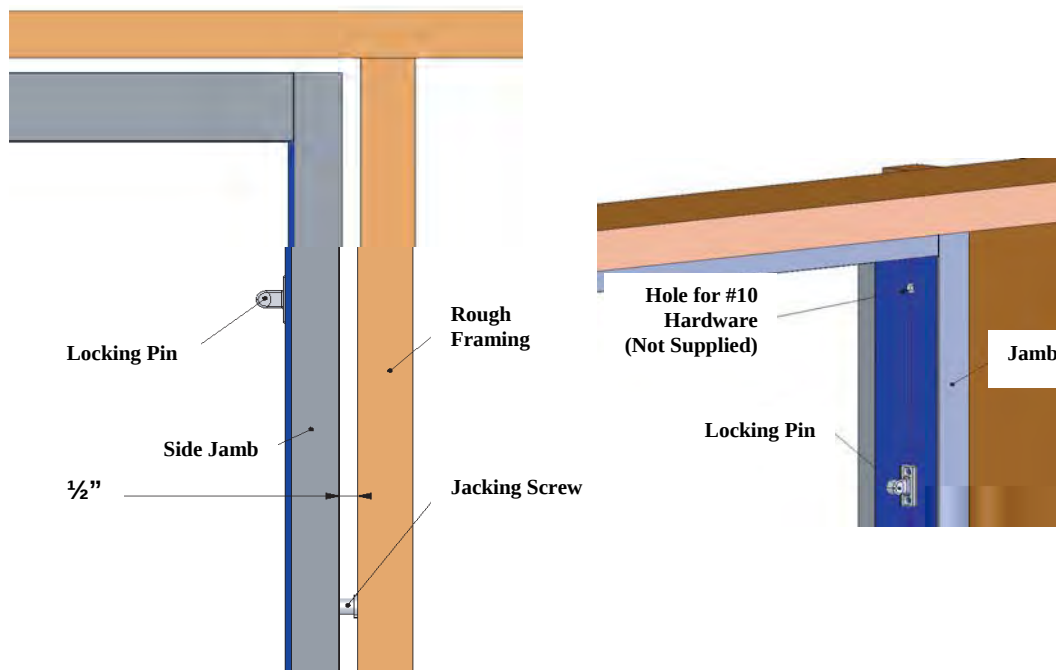


21. If your shim space is larger than recommended and you are concerned about the length of the adjustment in the jacking screw, a pad of plywood can be installed between the rough opening and the top guide track. The maximum spacing that the jacking screw can accommodate is $\frac{1}{2}$ ". Confirm that the jacking screws are seated correctly against the rough framing so that they have enough length to be an effective shim. Be sure to secure the pads in place so that the mounting screw that goes through the top guide track does not hit any nails or screws holding the shim in place.



Final Adjustment of Side Jamb(s)

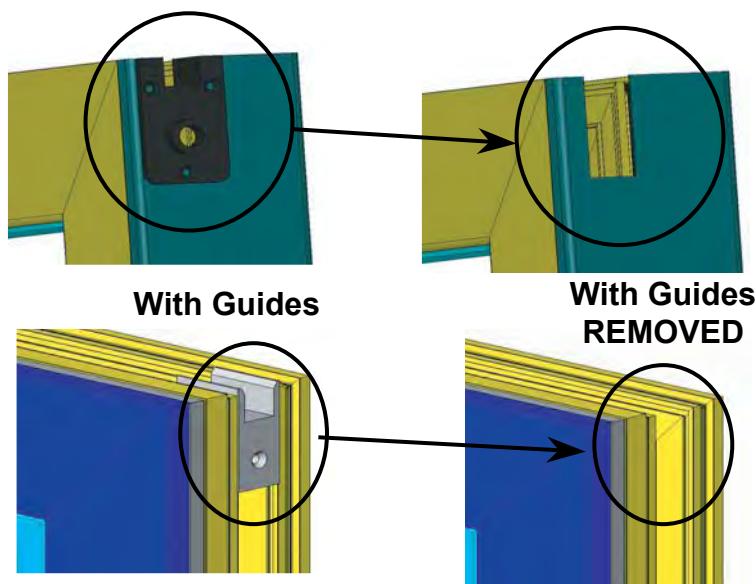
22. Now that the top guide track is installed in the correct position, the side jamb final installation can be completed. The side jambs basically butt up against the top guide track and are set plumb and level. The jambs have pre-installed jacking screws to aid in shimming out the jamb to the correct location. The jacking screws require the use of a 6-mm metric hex key and the holes through the jamb are drilled and countersunk to accept a #10 fastener.



IMPORTANT: For **All Wood** units, skip to Installation of the Pocket Interlock section (Pg 10) before installation of the panels. See **IMPORTANT NOTE**.

Installation of the Panels

23. At the top of each panel are plastic guides, which are held in by screws. There are guides at both ends of the panel. These should be removed prior to installation of the doors, as it will allow the doors to be raised further up into the top guide track which will make setting the panels much easier.

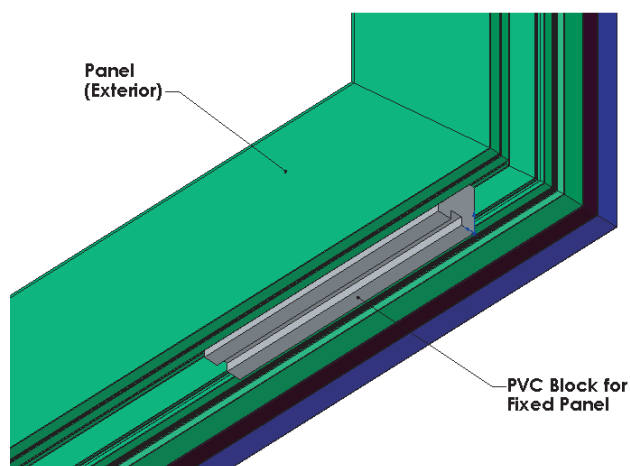


Note:

Guides shown are for All Aluminum or Aluminum/Wood units.

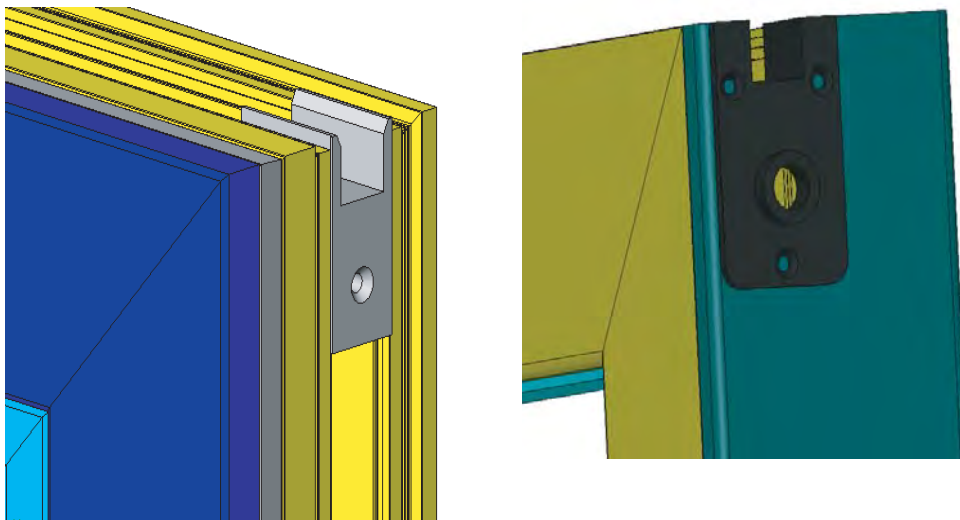
All Wood systems have different guides included with unit.

24. From the shop drawing, determine which door goes on which track. The doors are set in the same manner as any conventional sliding door system, fixed or secondary to the exterior (first) and primary to the interior (last).
25. Place the wheels in the retracted position and remove the plastic guides from the tops of the panels before moving the panel. To operate the gears without using the handle you can use a 5-inch long extension on a ratchet (3/8" drive).
26. Slide the top of the panel in over the center top guide track and then set the bottom rollers on the track. The doors may be set from the inside to the outside or the outside to the inside. Each door should straddle the next panel in the proper sequence.
27. If your system has fixed panels, they will not have wheels; they will have PVC blocks in the standard wheel locations. The panel can be slid into place and locked against the side jamb as you would if the panel had wheels. The fixed panel is designed to have a 3/16" reveal against the side jamb and finished floor when installed.



28. Once all of the panels are installed, replace the top plastic guides before the doors are operated. Now the doors can be moved to determine their correct operation. To do this rotate the gear by inserting either the ratchet or handle in the hole to raise the door. This operation will move the wheels into the down position so that they engage the track.
29. Operate the doors to ensure smooth movement.

Panel With Guides Installed



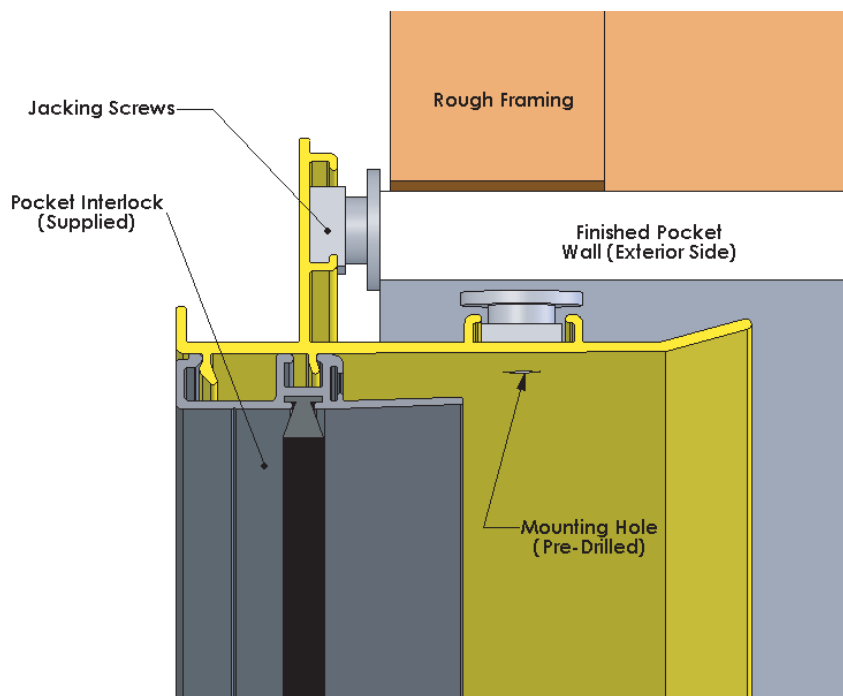
Installation of the Pocket Interlock

IMPORTANT NOTE - For All Wood units

This step is necessary before installation of panels.

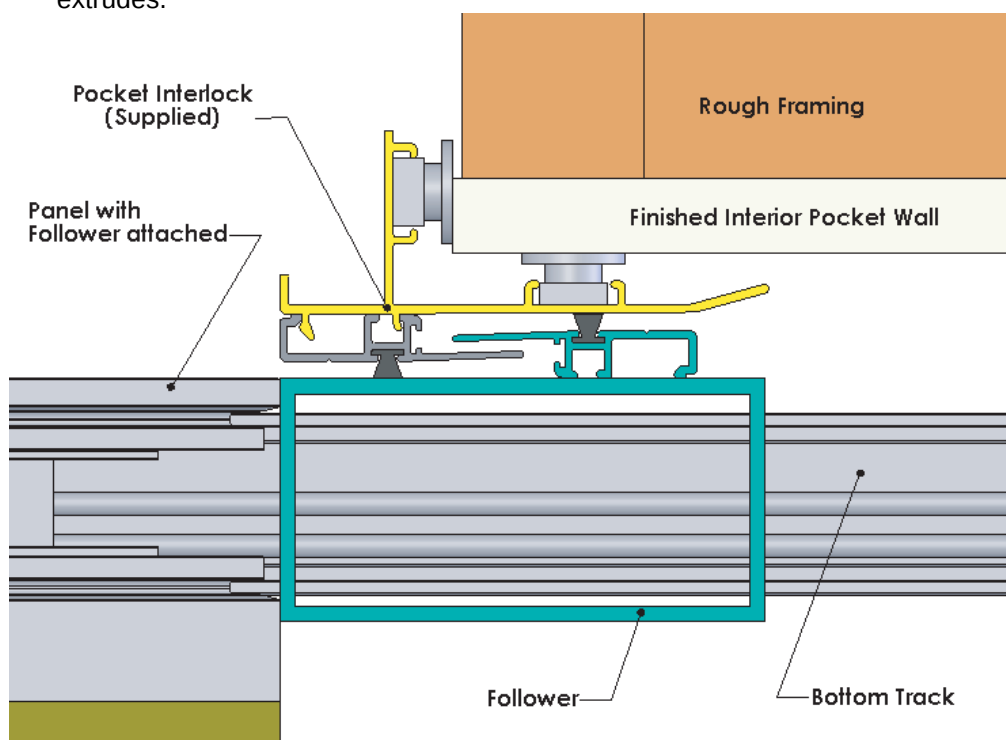
Align the back of the pocket interlock to clear opening. Make sure the pocket interlock is plumbed correctly and secure the pocket interlock to the exterior wall, leave loose for future installation of panels and adjustment to the pocket interlock.

30. If installing a pocketing unit, the next step after the panels have been installed is to install the pocket interlock. The pocket interlock creates the seal between the building and the panels. This step insures that the system is weather tight after installation.



Picture above is for an All Aluminum or Aluminum/Wood system.

31. Remove all of the panels except the pocket panel. Slide the doors into the pocket. The pocket panel will be required to adjust the pocket interlock.
32. Place the pocket interlock on the exterior wall and adjust the jacking screws to the middle of their travel.
33. Loosely mount the interlock to keep it in place when the doors are pulled out of the pocket. Pull the door(s) from the pocket, making sure to pull the pocket door very slowly. Check that the pocket interlock engages the pocket door. If there is any clanking or if the interlock does not engage, the interlock needs to be adjusted.
34. Adjust the interlock and repeat the process until the interlock engages without any metal rubbing.
35. Remove the door(s) from the system and secure the interlock into place. Before putting the final fastenings into the jacking screws, with a chisel, cut off the extra plastic jacking screw part that extrudes.



Fine Tuning the System

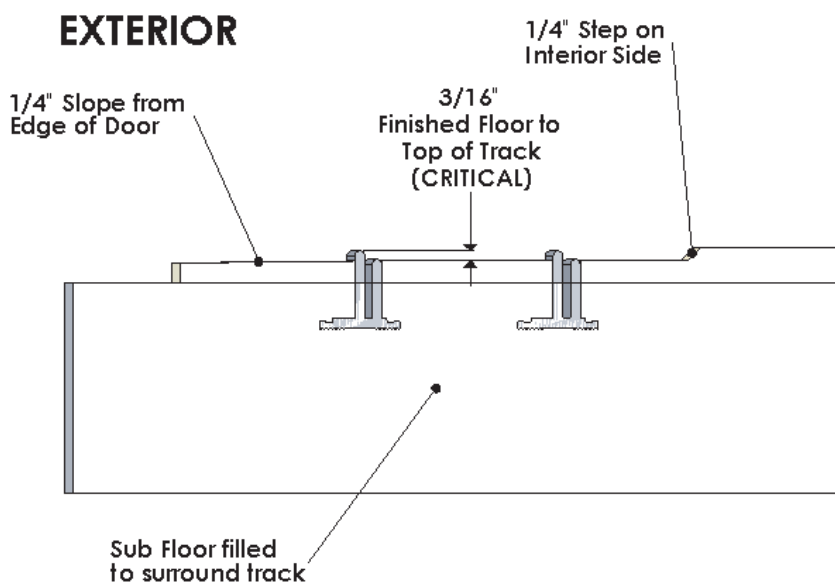
36. Double-check the track and jamb adjustments. Adjust any nuts on the bottom track or adjusting screws on the sides or top. Be sure that the end doors hit the jamb straight and parallel, adjust the jambs and track until they do. The doors should operate freely and very easily. There should be a slight sound as the brushes seal against each other, but there should be no metal-to-metal sounds. Once the doors operate freely, remove them and carefully set aside. Excessively high bolts on the bottom track should be cut off so that they do not stick up and interfere with the finished floor. If your particular system has the weep system, recheck it for proper drainage.

Section 3: Flooring

Before you begin

Since the flooring contractor will be creating the threshold for your door system when he installs the flooring, he should understand the requirements of the system: The Weiland Track System is designed to create a seamless threshold. The track should extend exactly $\frac{3}{16}$ " above the finished floor. The finished floor becomes an important part of the threshold. To do so:

- ? The finished interior floor should be higher than the exterior floor. We recommend a $\frac{1}{4}$ " step inside the primary door to insure that water does not get into the house.
- ? The exterior floor should be sloped away from the interior. A general guideline is $\frac{1}{4}$ " per foot starting at the exterior of each door surface.
- ? If a weep system (track with a drainage channel) is being installed, the track recess should be plumbed prior to any filling of the trough.



Have the flooring contractor backfill the track slot. This serves two purposes for the flooring contractor: A. determines what spacing he will need to install the finished flooring and what he is going to use to get that flooring to the correct height. B. Enables the flooring contractor to determine what will be required to complete the installation of the system.

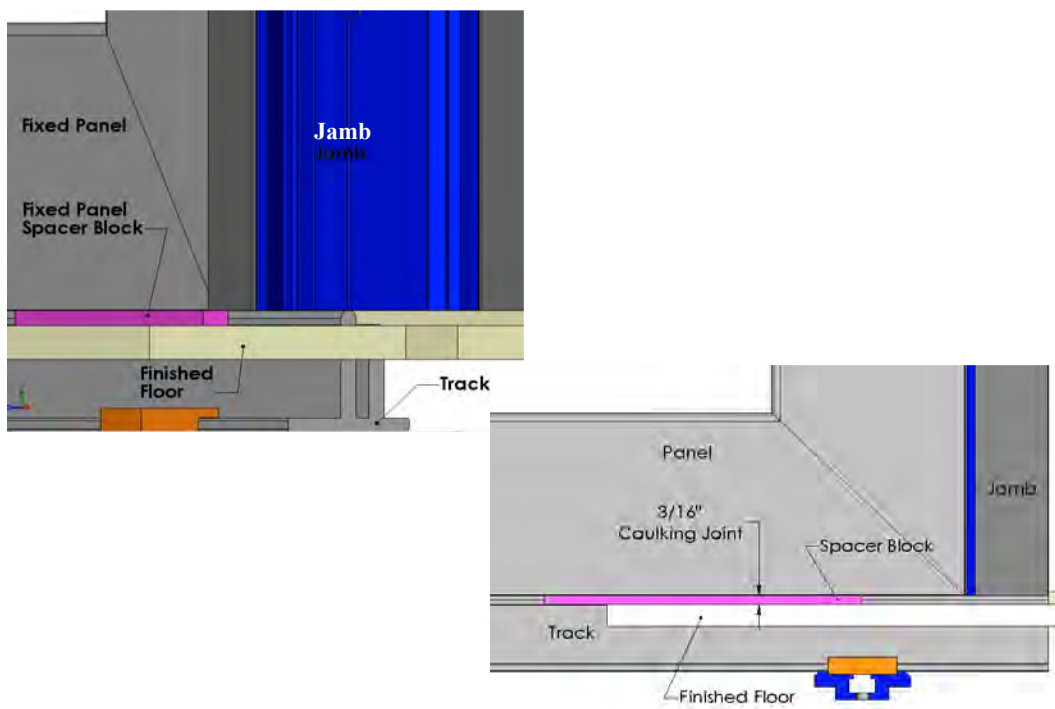
Most customers use a grout or high strength concrete to fill the track slot. Protect the track with blue painter's tape prior to backfilling the slot and be careful not to damage the track surface.

Once the trough is filled to a level that will accept the finish flooring material, the finish floor material can be installed. The flooring must be $\frac{3}{16}$ " below the top of the track in order for the doors to seat and seal properly. A piece of wood with a straight edge and $\frac{3}{16}$ " notches make a good gauge with which to check the surfaces. The exterior surfaces should be sloped properly so that water cannot build up at the base of the doors. Allow a minimum $\frac{1}{4}$ " per foot slope from the edge of each door away from the opening.

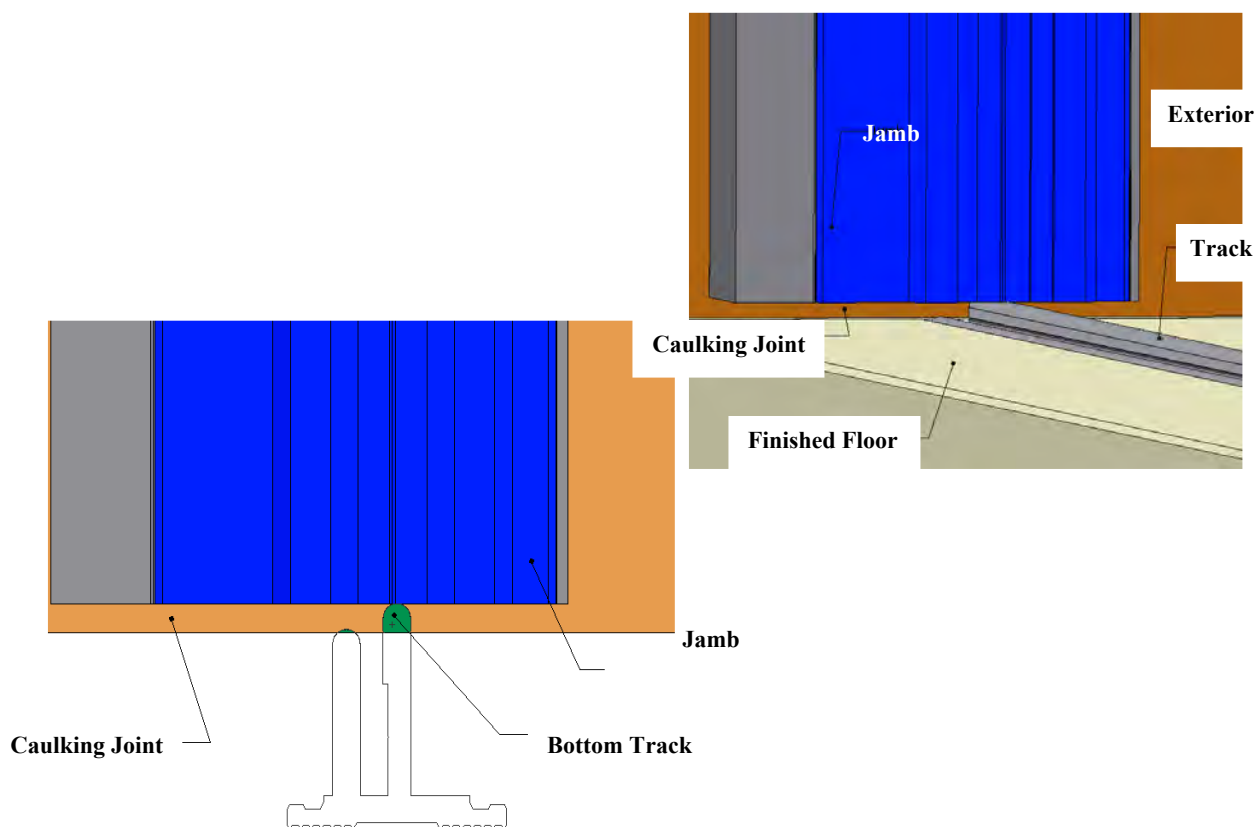
Once the flooring has been installed the tape can be removed and any and all glue residue from the tape should be removed. The operation of the doors is directly related to the condition of the track. Care should be taken with the track system while jambs and head are being installed.

System Sealing and Caulking

Once the floor is installed, reinstall the doors to check for any clearance problems. The floor is the sealing surface for the doors and must be level. If your system contains fixed panels, there should be a 3/16" gap on the bottom and door/jamb interface. This gap is for caulking the panel in place. These panels have the same gasket system as the operable doors. If the panels are not caulked and the door is not properly locked in the side jamb, leaking will occur.



Once the floor is in, caulk the gap between the finished floor and the side jambs. Weatherproofing the jambs and interlocks to the building should be addressed with the weatherproofing contractor.



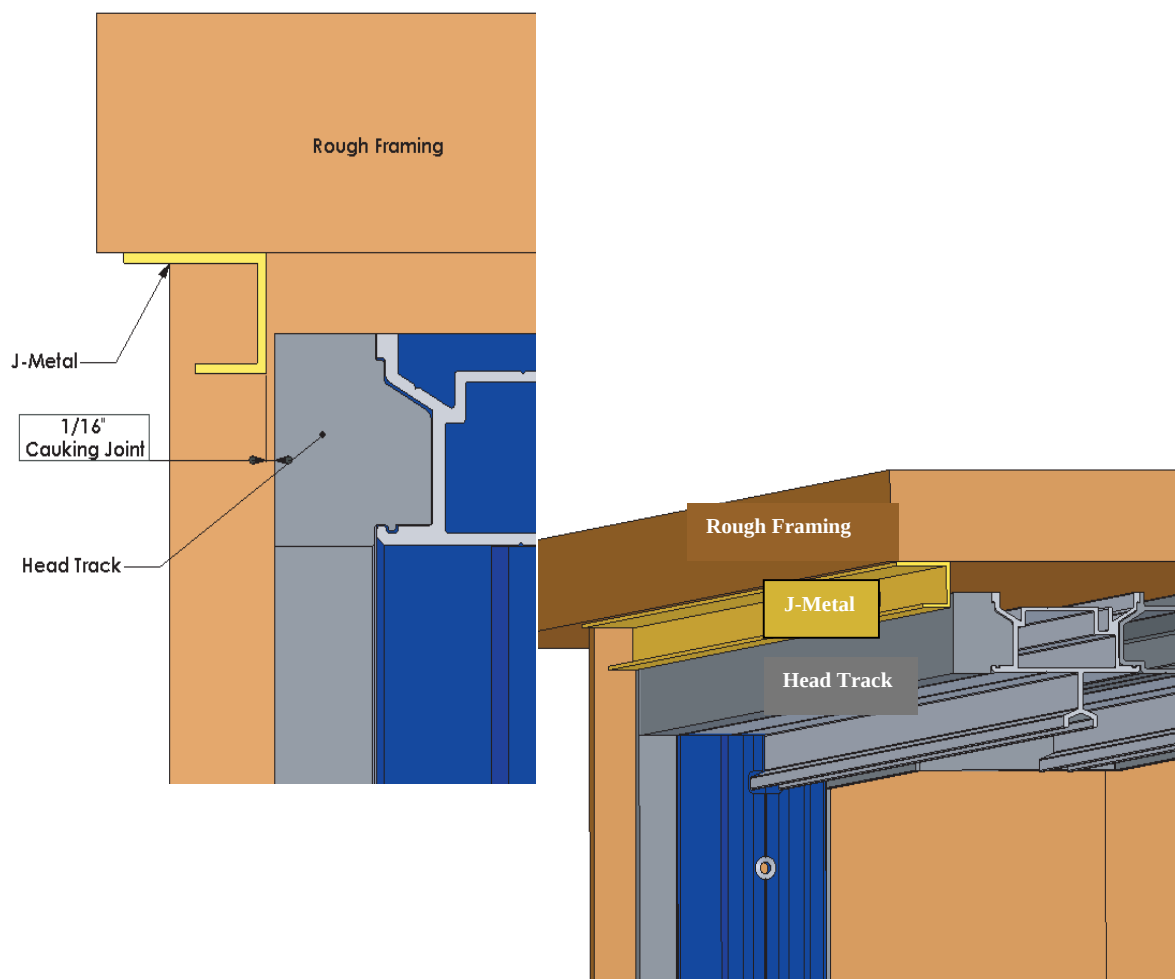
Installation Completion

Your Weiland Lift Slide system is now completely installed. The remaining area to be addressed is the finish work to complete the opening. This includes the exterior and interior finish near the opening.

The only adjustment in the entire system is at the jacking screws in the head and side jambs. The gears and wheels have no adjustment. The finish work that is near the opening needs to accommodate any adjustment that might be necessary in the future.

The space between the rough opening header and the Weiland system head should be filled with standard insulation or something that can be compressed.
DO NOT USE EXPANDING FOAM, AS IT WILL NOT ALLOW THE HEAD TO BE ADJUSTED.

“J” metal may be run between the finish work and the system. This will allow adjustments upward without doing any damage to the surrounding finish work. The “J” metal should be installed near the head guide track and side jamb(s) but not in contact with them. There should be a caulking joint between the “J” metal and the top guide track and side jambs in order to allow adjustment.



Section 4: Product Care Considerations

System protection:

Protect this system as you would any expensive items on the site. There are several sources of potential damage to the Weiland Lift Slide system:

- ◆ **Stucco** etches the finish on the aluminum, stains the wood, clogs the track and damages the rollers.
- ◆ **Drywall** stains the wood, clogs the track and can gum up the rollers.
- ◆ **Wheelbarrows** can bend the bottom track and scratch the jambs and doors when they sides. Build a bridge over the track to protect it. The surface finish of the track is the most critical component of the door system. The quality of the surface finish will directly determine how easily the doors will slide when finished.
- ◆ **Duct Tape** adhesives can chemically release many finishes. Use 3M blue painters tape to protect your painted surfaces. Note that even #3M blue painter's tape should not remain on the surface for more than 7 days as noted on the package.
- ◆ **Wood**, if left unsealed, could cause swelling, shrinking and finish distortions that could prevent proper operation of the door. All wood parts must be sealed and finished within 48 (forty-eight) hours. Until such sealing is done, the doors should be properly stored and protected. See Buyer's Preparation and Care Obligations.

Protect the Glass

Do not cover glass with plastic tarps or anything that can blow in the wind as plastic blowing in the wind can sand glass surfaces. Protect glass with brush-on glass protectant or panels of some type that will not touch the surface.

Fasteners

Weiland supplies jacking screws (installed at the factory) for adjusting the jambs, but no fastener pack. The jambs are pre-drilled and countersunk for #10 flat-head screws. Screw type is based on application; normally sheet metal screws are used.

Only stainless steel screws should be used in exposed locations. Pilot holes need to be drilled because stainless steel is made of very soft metal.

Fastener requirements for the flush track system vary depending upon the substrate and the amount of space the track will be lifted above the sub floor. For installing to concrete, 1/4" – 20 all-thread works well.

Cleaning

Rinse any contaminants off the surface with fresh water. After the doors have dried, apply a high quality car wax to all non-wood surfaces to help maintain the appearance of the door system.

Gaskets and contact surfaces should be cleaned as needed. Use a damp cloth to remove dirt and dust. After gaskets and gasket sealing areas have dried, a coat of UV protectant spray (such as Armor-All) will help the gasket maintain flexibility and reduce drag.

Clean locking pins and hardware with a damp cloth. A light coating of a mineral oil on all metal surfaces will lubricate and protect from corrosion.

Wood should be maintained as directed by the finisher.

Routine Maintenance

Proper maintenance includes, but is not limited to, lubricating locks and moving parts (except wheels) regularly, as well as keeping tracks and surfaces clean and waxed. In corrosive environments, such as near the ocean or around swimming pools, cleaning and lubricating the doors may be necessary more often. Sand is particularly damaging to tracks and rollers on sliding doors if not maintained.

Special Notes for Saltwater Environments

Screen doors can act as a salt distillery, catching the moist air and condensing the salt out of it. The best way to protect doors and windows in this type of environment is to rinse them with fresh water as often as possible (daily if necessary) and to wax all surfaces (exterior wood or aluminum, locks, handles, etc.) with a good quality automobile wax every two to four weeks. Pay particularly close attention to small seams and corners where corrosion can start.

Section 5: Troubleshooting

General Background

Below is a brief list of common problems and solutions that may be implemented without calling a service technician:

- **Problem: Doors rub each other as they roll along the track.**
- **Solution:** Carefully examine where and why the doors are rubbing. Possibly the wood interior has swelled or bowed slightly and is rubbing the face of the next door. If so, take the doors down, lay them on the padded sawhorses and sand the face of the wood to remove any bow. When lying the doors down, use blocks to support the doors to protect the interlock on the exterior of the door. Be careful with the interlock, it will save you hours of fixing later.
- **Solution:** Check to see if the track spacing has been changed during installation. 3 ½" is correct. Adjust if necessary or call a service person.
- **Problem: Doors make a “clanking noise” when they pass each other.**
- If the doors were ever laid flat on a sawhorse, or other similar support, the interlock between the doors may be compressed enough to bump and not slide into its mating interlock. The interlock may have been damaged during installation or storage. Look for a particular place that is causing the problem or decide if it is a general bow that is at fault. When you have determined where the interlock needs to be adjusted, follow these steps. You may wish to adjust the interlock without completely removing the doors from the track system:
 1. Remove the top plastic guide on both doors at the top.
 2. Lift both doors from the bottom track spreading them slightly. A suction cup or pry bar may be used. **If using a pry bar, take care not to bend the track or door or damage the floor**
 3. With the doors spread at the bottom, and loose at the top, push one door past the other, exposing the interlock. This step is more difficult with larger sized doors with greater weight.
 4. Using a pair of “duckbill” pliers, which have been padded to protect the painted surface, adjust the interlock (usually out). The interlocks are made of extruded aluminum and do not bend easily. Work carefully up and down the doors to create a larger space between the door and the interlock. Be careful not to strip the machine screws that secure the interlock to the door.
 5. Slide the doors back past each other, reinstall them onto the track, and inset the upper guides. Check for smooth operation.
 6. Repeat if necessary.

- **Problem: Doors run rough and seem to be getting worse.**
- **Solution:** The head guide track has sagged. This can be checked using the following technique:
 1. Note the location where the doors start being difficult to move. This is an area that you will check in some of the steps to come.
 2. Rotate the handle to the 90-degree position (parallel to the floor) from the locked or down position. Move the doors again being sure to pay particular attention to the area you located in step 1. If the door moves easier that is a clear indication that the head is sagging.
 3. To confirm, measure the panel height and subtract 7/16" (1" for **All Wood**) from that measurement. That new value (panel height minus 7/16" or 1" = story pole height) is the distance from the top of the bottom track to the bottom of the upside down "Y" on the head track. The system is designed to seal along the top of the panel. Any deviations from this should be noted so that adjustments can be made in those areas.
 4. If the head is too low, the following method is used to raise the head.
 - Determined if the head can be moved. The head should not be tied to any of the finish work surrounding the head. There should be some type of either "J" metal or at least a caulking joint around the head track.
 - Remove some of the screws in the area that is low and insert a 6 mm Allen head driver (or wrench) into the hole and lower the jacking screw (see figure #1). This will allow the head to be pulled up when the screw is re-inserted and tightened.
 - Repeat steps 1 & 2 to insure correct height of head and smooth operation of panels.
 - Height of head and smooth operation of panels.