



MultiSlide Door Installation Instructions

Before getting started: Read instructions thoroughly. Be sure that you have the necessary tools and materials before starting the installation. Consult your local building code official for all applicable building codes and regulations. Should any of your local building codes or regulations conflict with this manual, consult with the manufacturer before proceeding.

It is highly recommended that the roof loads be applied prior to the installation of the windows & doors. This will help ensure that any possible header deflection will have occurred, making the framed opening more stable.

Inspect the door frame & panels for any damage. If any damage is present, notify manufacturer prior to installation. Failure to notify manufacturer prior to installation could affect the warranty of the product.

If you are using a KD or Knock Down version of this door, frame assembly instructions can be found at the end of the installation instructions.

If any of the frame work, including the sill, is not level or free from sags & crowns, it will seriously impact the ability to fully adjust the finished patio door.

Measure the frame size & verify that it will fit the opening. Verify that the opening is plumb, level & square. If the opening is not plumb, level & square, it will limit the amount of adjustments that can be made to the door prior to panel installation.

The sill needs to be level & free from any debris. The threshold of the door must be completely supported by the sill of the opening. Sill pans (done by others) are required on all installations. Sill pans must be done before the opening is flashed. Failure to use a sill pan will void your warranty against water leakage. Flashing is to be done in accordance with AAMA 2400.



Before fastening the nail fin it is important to shim the jamb and head at least every 24". Shims should be positioned and adjusted insuring that the door frame is plumb, level and square. Please note, shimming behind the keeper is critical for years of service free operation. Remove jamb track covers on jamb and head of frame. Using #10x 2 1/2" pan head fasteners provided, install your door frame. In every area where your fastener will not be covered by jamb track covers, it is recommended that you predrill a 3/8" hole into the first wall of the frame so that hole plugs (also provided) can be used to cover the fastener head. Fasteners should be placed no more than 16" apart on center and no closer than 6" from the corner. Every jamb track pocket and head pocket should receive this fastener pattern.

Now that your frame has been installed plumb, level and square, you can proceed with installing your panels. From the interior side of the door, install the active panels first. It may be necessary to lower the rollers prior to setting the active



MultiSlide Door Installation Instructions (continued)

panels. The adjustment screw for the rollers is found on the jamb side of the panel. Using #3 phillips screw driver only, adjust the roller as high as it will go. Do not use a screw gun or impact driver to do this as it may damage the housing of the roller and eliminate your ability to adjust it further. It may be difficult to adjust the roller with the weight of the panel on the roller in the track. It helps to lift up on the side of the panel that you are adjusting to make your adjustment eliminating the panel weight.

Install the panel with the lock first. Make sure the rollers have been fully raised once the panel is on the track. Slide the panel till the edge of the panel is a 1/4:" from the edge of the jamb. Take a look at the reveal. If the reveal is off you will want to make adjustments to the appropriate roller until the reveal is correct. Using the same process, set the next panel adjacent to the one you just installed. Continue till you've completed installing panels with rollers. Once reveals are even between jamb and panels and between the panels themselves you can proceed with installing the inactive panel.

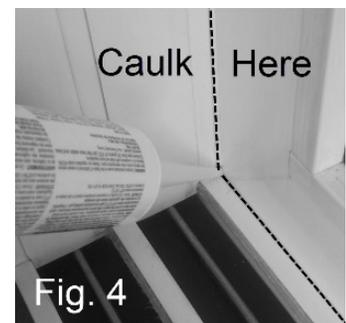
With the head, threshold, & jamb track covers removed the inactive panel is to be positioned on the panel blocks. Block position should be near the corner/edge of the panel (see Fig. 1). Be sure the panel blocks do not cover the weep holes. Once set, push the panel into the pocket of the inactive jamb. Please note, if screws were used to secure the jamb it can cause a slight bind. The panel should be flush with the top of the parting bead.

Give the door a couple open & close motions to ensure that everything is adjusted. Next install 3 screws to lock in the inactive panel securely into the frame. From the interior of the door, behind the Inactive Jamb Track cover (Fig. 2), you need to put three screws through the parting bead & into the inactive panel. Be sure to predrill for these screws. One should be 2" down from the top, one in the center and the last one should be 2" up from the bottom. Once they are in, you can replace the Inactive Jamb Track Cover.



While pressing the anti-slam button on the lock, put the lock in the locked position. (Fig. 3) Using a pencil, mark the height location of the locked jaws. While centering in the pocket, secure the keeper. Having solid shims behind the keeper is critical for years of service free operation. Don't forget to unlock the lock. Test the operation of the lock. Remember that the end users experience with the door will come from the ease of locking & unlocking, as well as the sliding of the door.

Once panels are installed and the door is adjusted to fit and operate correctly in your opening, it may be necessary to trim the Threshold Caps to fit. Please note that both caps **should not be a tight fit**. You want at least a 1/16" to 1/8" gap from the cap to the strike side jamb. Caulk the gap with sealant. If the Threshold Cap is installed tight it can split the main frame at the weld due to thermal expansion of the aluminum. This will not be covered under warranty. The Int. Threshold Cap has a black rubber Track Plug / Bumper that needs to be installed on the cover before you snap the covers in the track. The opposing Track Cover on the header will have the same Track Plug / Bumper. You also will want to caulk the seam from the Inactive Panel to the frame both inside & outside. (Fig. 4) Please note, once the Threshold Caps have been installed they are difficult to remove without damaging them. Be sure they will fit properly before installing.





MultiSlide Door

Installation Instructions (continued)

Secure nail-fin with at least a #8 x 1 $\frac{5}{8}$ " Truss head screws or ring shank nails. Larger fasteners may be used. Only use the pre-punched holes or predrill with a 3/16" drill bit. Be sure to only tighten or nail fastener until the head is flush with the nail-fin. Do not over tighten or crater the nail-fin. Locate the fasteners every 8" on center

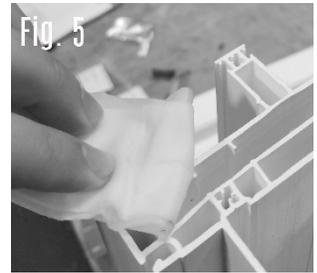
Once you've completed installation of panels and the door is locking and working properly: you are ready to install your remaining head flashing and sealing up of the nail fin screws. Using a nominal 3/8 bead of polyurethane; run a bead around all sides of the nail fin covering the head of every screw. You will want to tool that polyurethane using a putty knife. You need to make sure the tooled polyurethane contains no gaps or seems and is tooled to a flat surface. If not, the lath and stucco contractor will make you correct later on. Now you can finish installing your head flashing according to the AAMA 2400 method.

Assembling the KD or Knock Down Frame

After you have unpacked the frame, start identifying your sill (sill can be identified by the weep holes), head and jambs.



Be sure to assemble the frame one corner at a time. Saw horses are recommended to keep the frame profiles off the ground and safe from damage during assembly. You will notice that the butt ends of the frame have joining gaskets, using the provided alcohol wipes (Fig 5), clean the area where the jambs gaskets will be adhering to the head and sill. Remove the liner from the gasket (Fig 6), align the jamb to the sill and press together (Fig 7). Repeat the steps for the jamb to header.



After the jambs are adhered to the sill and head use the packaged screws to insert into the predrilled holes in the jambs and fasten (Fig 8). Use the 8 x 2 ½ pan head screws in the outer holes and the 8 x 2 ½ round washer head screws in the inner holes, do not over tork.



Apply the provided seam sealer SM5555 around the frame joints (Fig 9). Once the seam sealer has been applied now apply the provided frame tape to the jamb to sill joint on both sides (Fig 10). Apply by removing the liner (Fig 11) and wrapping tape around the joint, once applied remove the Mylar backing (you may need a razor blade to remove) (Fig 12). Now work the tape into any voids in the frame to ensure a good seal. The final step is to apply the provided corners using the SM5555 seam sealer to the head and jamb joint on both sides (Fig 13). Use liberal amounts of seam sealer when applying the corners, you should have wet out when pressing the corners into place.

