



Installation Guide



Each door includes:

- 150mm external cill
- Silver satin low weatherproof threshold

About your door

Your Aluminium Bifold with an unassembled Kit Form Frame, Projecting Cill and Pre Glazed Door Sashes.

The glazing has been pre "Toe and Heeled" in the factory to balance out each door, and then in the full set

We assemble each door set in our factory to ensure its operating perfectly, we then dismantle the frame, remove some of the parts and pack everything up before we deliver it to you.

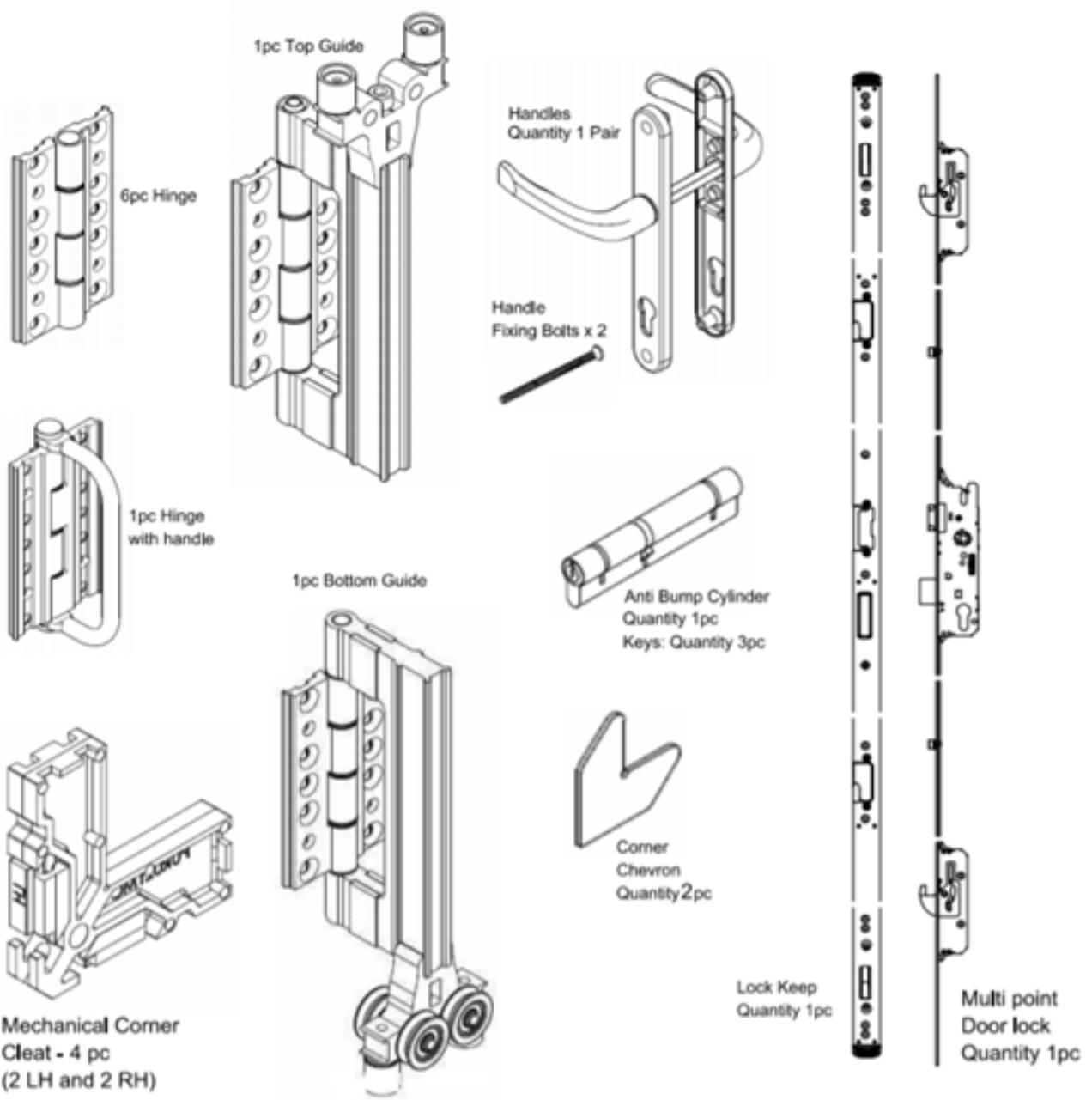
When you are ready to install your door, assemble the frame.

As advised, the door has already been assembled, set and operated in our factory, as long as the frame is installed securely into the brickwork opening and is completely square and level with the hardware attached correctly then the door should operate perfectly.

See more detailed assembly and installation instructions further into this booklet.



Hardware



Not pre attached -
Mech Corner Cleat x 4,
Corner Chevron x 2 and
Handles x 1
Everything else is pre attached to the doors or frame.



Ancillaries

Frame Gasket Seal
Quantity - 1pc Roll



Extended Magnetic Catch (Black)
Quantity 1pc



Drain Hole Covers
Grey or White
Quantity to fit each set



Bottom Rail / Track End Caps - Qty 2

Installation Bag Contents

A. Hardened steel direct frame fixings 92mm - Qty 32



B. S/Tap Screw A2 Pozi Flat Countersunk - Qty 8



C. SDS Drill bit 6.5mm x 210mm - Qty 1



D. HSS Drill bit 7mm - Qty 1



E. HSS Drill bit 4.5mm - Qty 1



F. Power bit 1/4 x 70mm TX30 - Qty 1



G. Insert bit 1/4 x 25 pozi No2 - Qty 1



H. No.8 32mm Self Tapping Screw - Qty 4

I. No. 8 12mm Self Tapping Screw - Qty 4

J. Allen Key 3mm - Qty 1



Trouble Shooting Spares

Spares for Trouble shooting

K. White 1mm x 2.5m Lock Keep packer



L. Hinge Jamb 1mm Packer - Qty 3



M. Assorted bag of Packers and Wedges

VERY IMPORTANT NOTE

To speed installation, we have pre-installed some components in production.

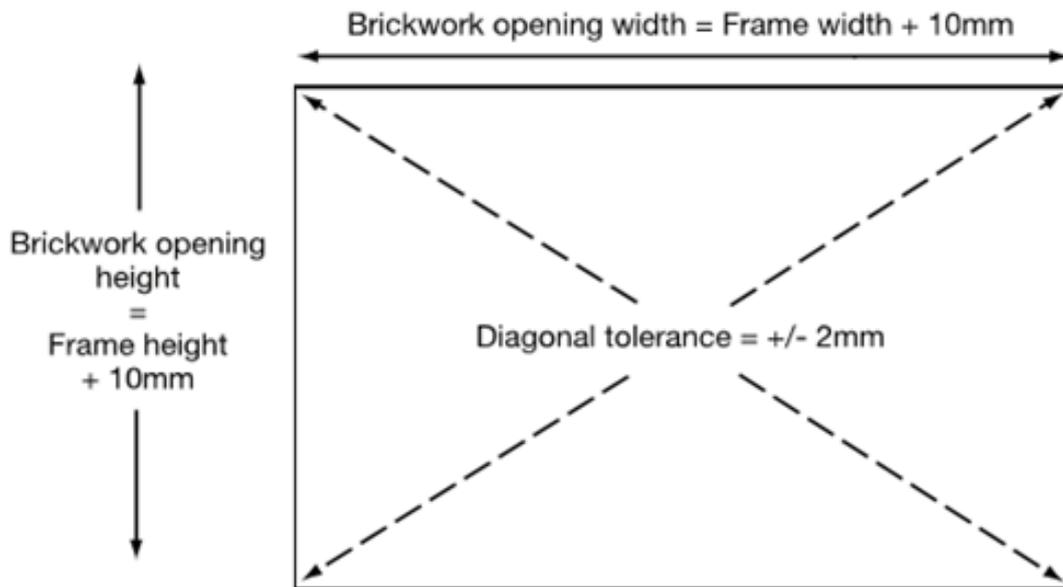
- The Twin point lock and handles are installed into door 1.

- The frame jamb / door 1 hinges are installed onto the frame jamb.

- The hinges in between doors 1 & 2 and the top guide and bottom roller are all installed on door 2.

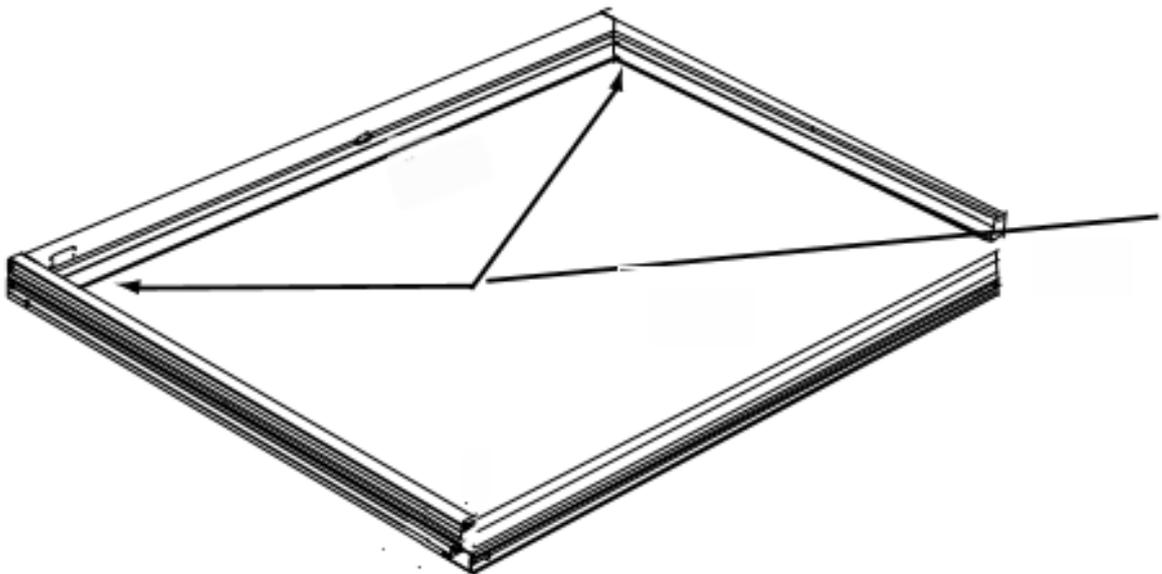


Preparing the Site



Please ensure the brickwork opening is 10mm more in height and width than the assembled frame size. It is key that all 4 internal surfaces of the brickwork are levelled before installation.

Assembling the Frame

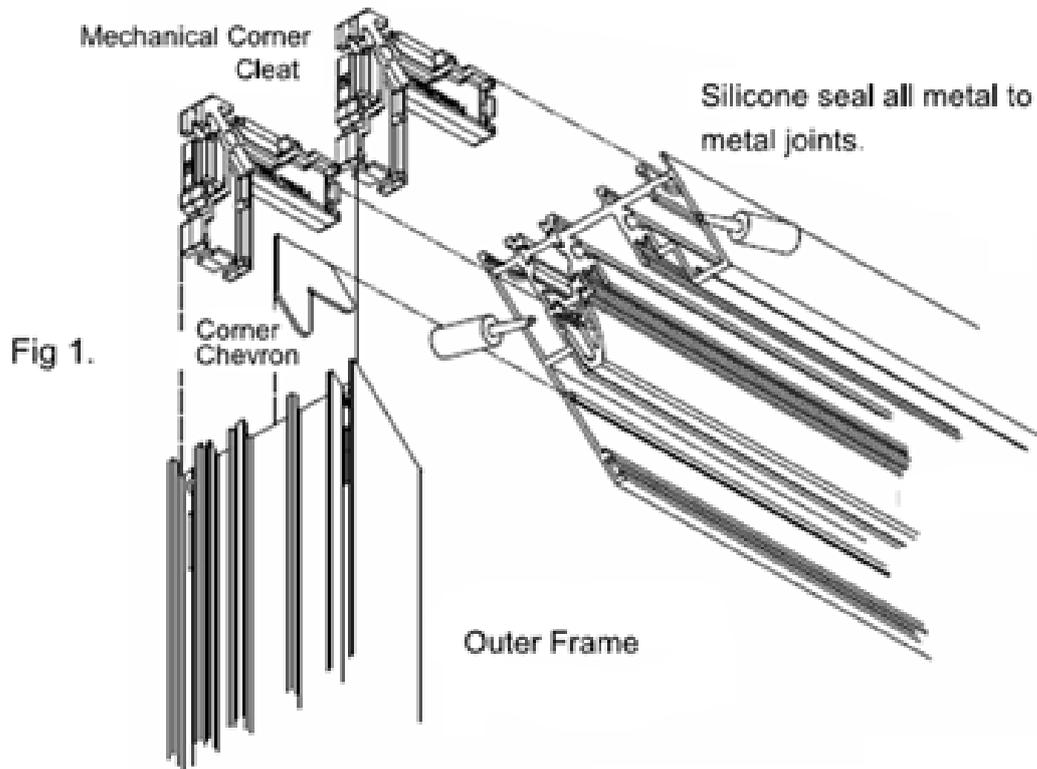


Lay the 4 pieces of frame on the floor on top of some cardboard or similar protective covering to prevent the aluminium being damaged.

Assemble the frame by fixing the jambs to the head and the bottom track using the corner cleats and chevrons. The bottom rail/track screws into the jambs.

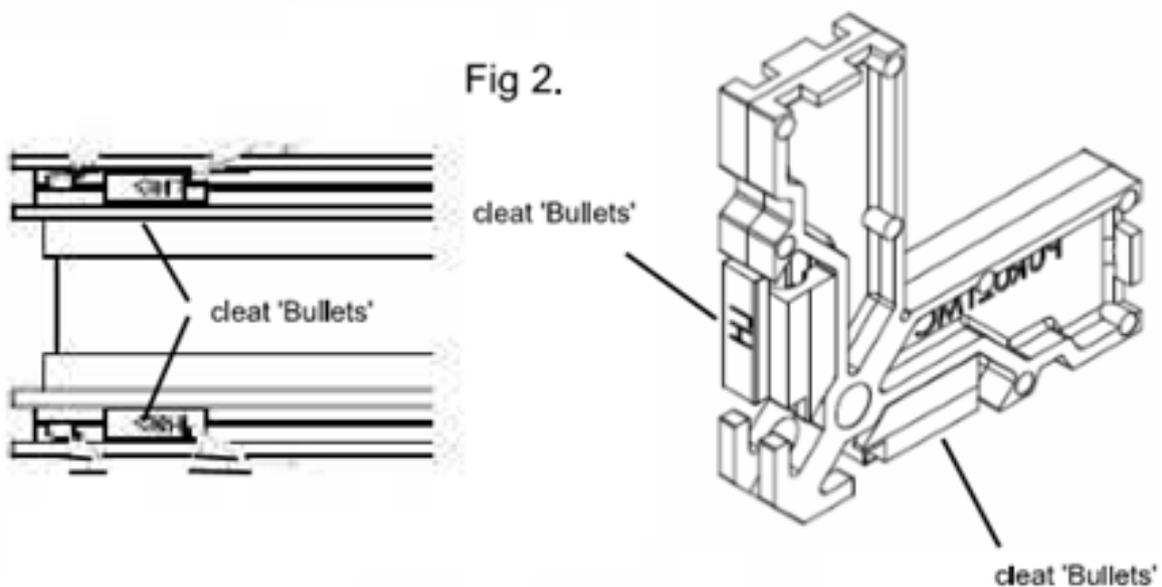
Insert the 2 corner chevrons into the grooves in the frame head (fig 1).
 Insert the mechanical corner cleats into the frame head (fig 1).
 Note - The corner cleats are left and right hand.
 When the correct corner cleat is inserted in the correct space the "bullet" will be completely visible in the bottom of the profile (fig 2).
 Apply the silicone sealant to the aluminium profiles to be joined together.

Fig 1

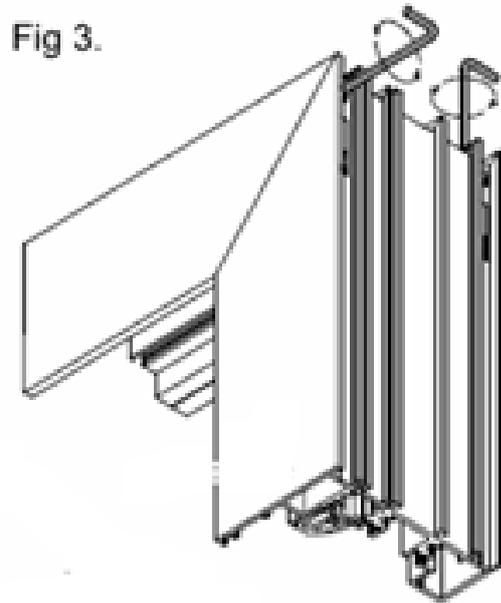


Align the mitred corners and ensure the cleat bullets are in the correct position and fully visible in the slot.

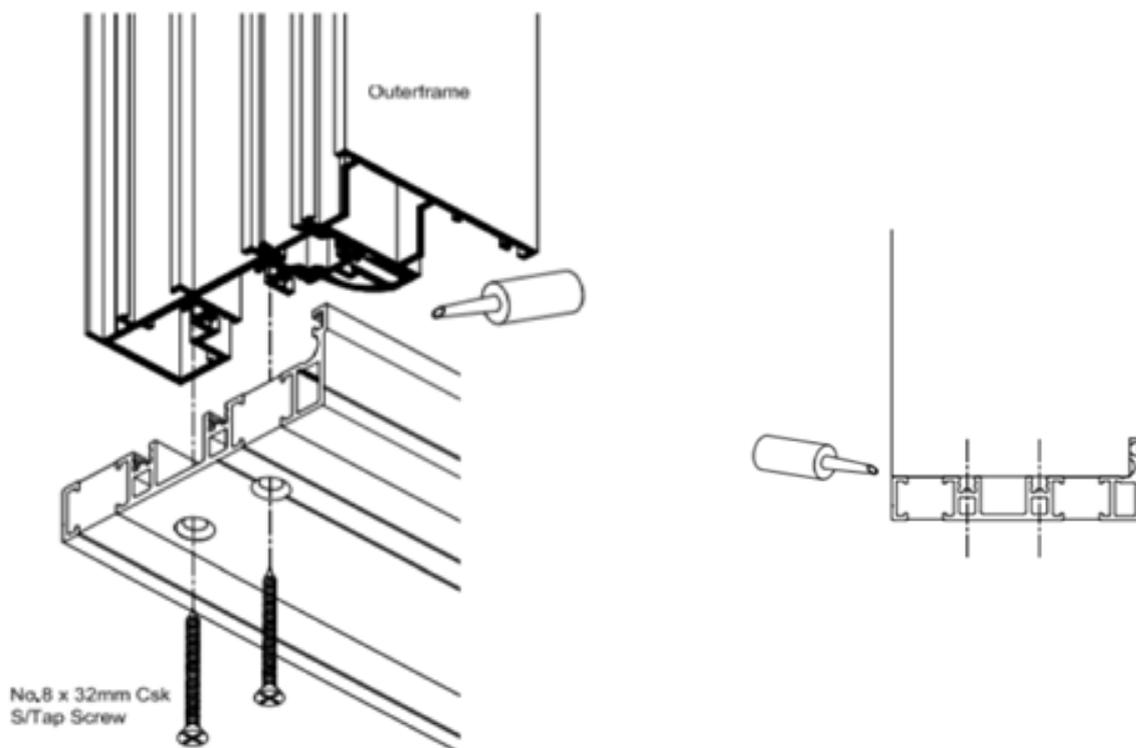
Fig 2



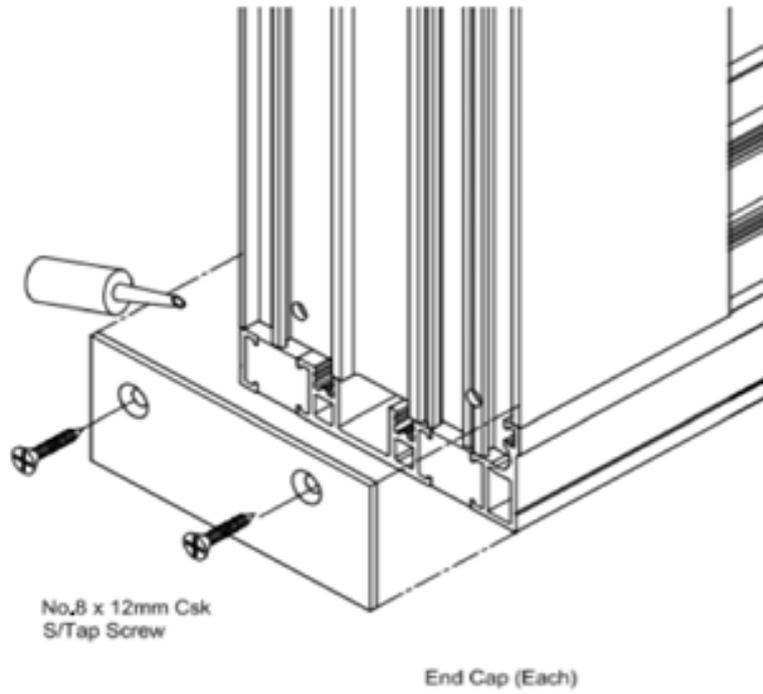
Carefully align the mitred joints, then using the Allen key (fig 3) carefully tighten the machine screws at the side and bottom. Tighten all 4 of the machine screws bit by bit to ensure the mitre is tight, then clean off any excess silicone



Repeat the process on the opposite corner of the frame.
Before locating the outer frame jambs on to the bottom Rail/track, apply mastic seal to both ends of the jambs and the face of the thermal break.

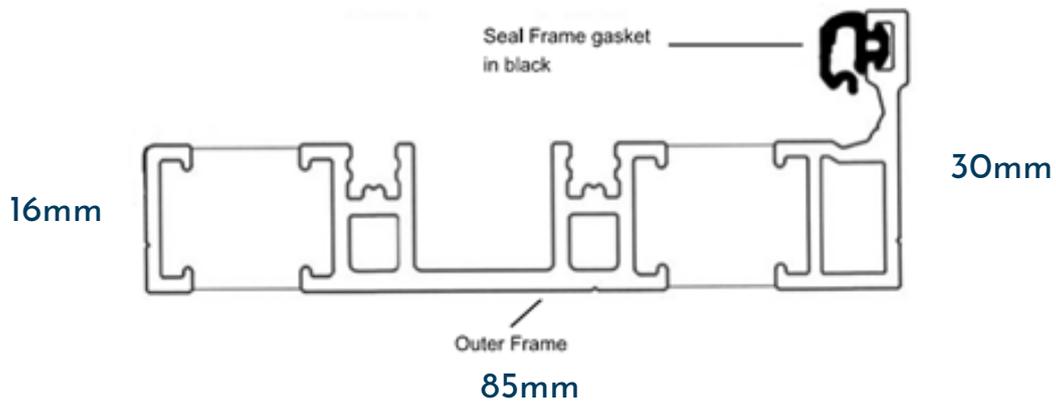


Silicone seal both end caps on to the bottom rail/track to avoid any through drainage using the no.8 x 12mm Self Tap fixing Screw.





Install the Frame Gasket



When the frame is fully assembled and before installing it into the aperture, fit the Frame gasket Seal into the frame (fig 4)

Start at the bottom track/rail in the left hand side bottom corner (as if looking from the outside of the door in to the house). Push the seal into the groove and back into the left corner.

Continue inserting the continuous seal into the groove but all the time pushing backwards towards the bottom left hand corner where you started.

When you reach the bottom corner, push the seal into the corner (DO NOT CUT IT) then continue inserting the seal up the right side of the frame, across the head and down the left side of the frame.

NOTE - It is important when inserting the seal gasket to continually push it backwards in the direction you have come from as the seal will shrink slightly in length after insertion.



Installing the Frame

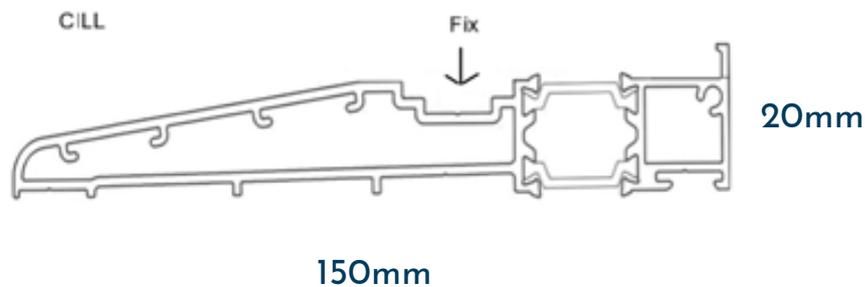
After assembling the frame, the projecting cill which is the same width as the frame and has the end caps already fitted should be installed into the bottom of the brickwork opening first. (The complete frame should be installed with the outer edge of the frame jambs up to 5mm - 10mm back from the external face of the brickwork).

Place the Cill on to the base of the brickwork opening and position it so the frame head and jambs will be located in the correct position.

The Cill must be installed in the centre of the opening at an equal distance from both sides of the brickwork and secured into position.

Using packers if necessary, level the Cill and ensure a packer is in position underneath the cill where the roller will sit in the closed position. Carefully remove the cill and add sealant underneath, then reposition the cill and level it again.

Holes will need to be drilled 50mm in from each end through to the cill for the fixings using the HSS long 6.4mm drill. Then use the 6.5 SDS masonry drill to drill holes into the brickwork, then fix the cill using the hardened steel frame Fixings with the T30 bit provided.

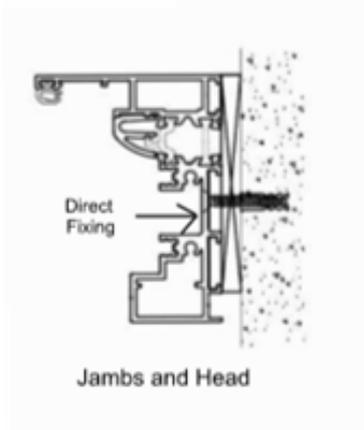
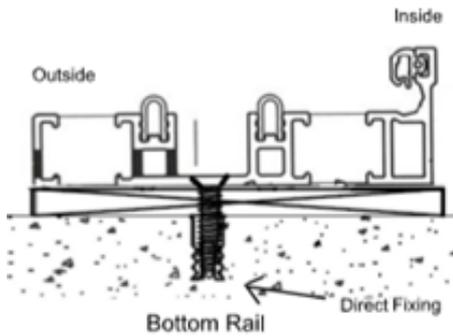


Apply silicone along the length of the cill paying particular attention to the ends, then lift up the assembled frame and position onto the cill and swing the frame up into the opening using packers to hold it in position. When level fix the frame jambs/head into the brickwork using the Direct Fix Method (see below).

Carefully fix the bottom rail through the cill first drilling clearance holes with the 6.5mm HSS drill, then drill the brickwork with the 6.5mm SDS masonry drill spaced as per section below. Countersink screw heads and silicone dip all fixings, ensure the screw heads do not interfere with the rollers.



Direct Fix



Direct Fix 150mm from all corners and every 600mm maximum centres using the hardened steel frame fixings provided. Ensure all fixing screws are silicone dipped and countersunk to ensure the running gear is not obstructed.

If the amount of packing is more than 4mm under the cill then reduce the maximum centres to 250mm. Also ensure you have a packer where the roller comes to rest in the closed position.

Fix directly through the frame bottom, head and both jambs into the brickwork. Holes will need to be drilled into the head, bottom rail and the non-lock keep jamb for the fixings using the HDS long 6.5mm drill provided. For the lock keep jamb fixing, the holes are pre-drilled and accessible by removing the lock keep.

The hardened steel frame fixings fix directly into the brickwork without any need for plugs. After drilling the holes in the aluminium frame use the 6.5mm masonry drill to drill holes into the brickwork. Then fix the frame using the hardened steel frame fixings with the T30 bit provided.

DO NOT OVERTIGHTEN THE FIXINGS OR DISTORT THE ALUMINIUM FRAME

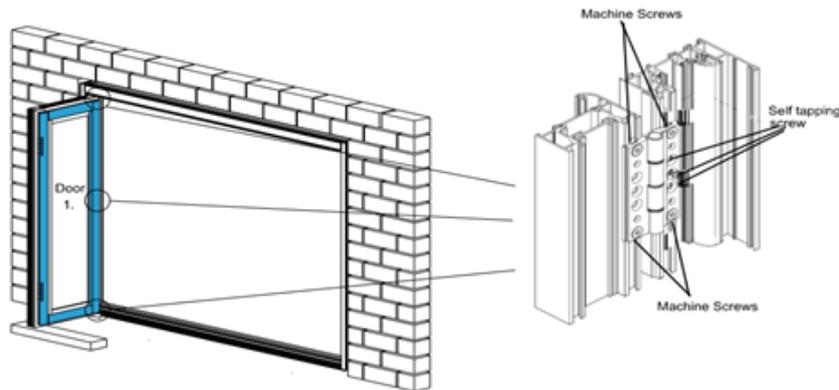
Finally apply silicone seal all around the perimeter of the frame, especially along the complete length of the bottom rail/cill.



Fitting Door 1 to the Frame Jamb

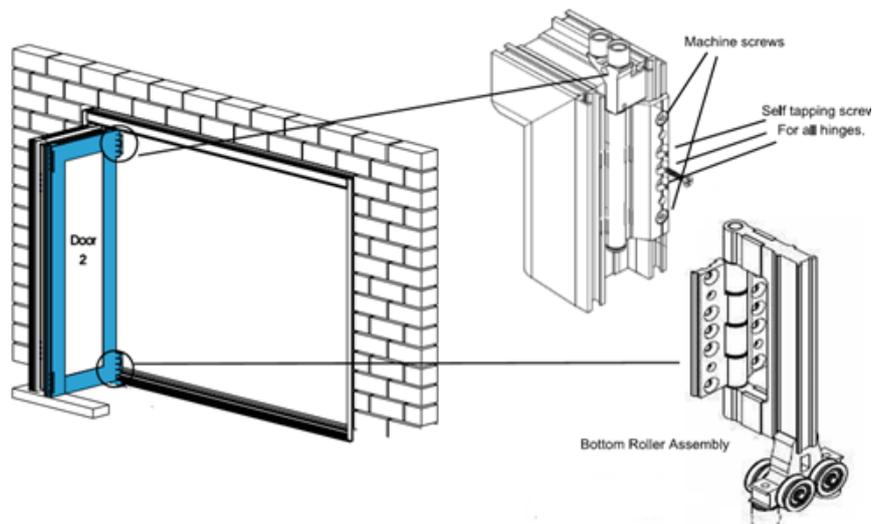
Locate Door 1, which fixes to the jamb of the frame. Ensure the bottom rail and door are protected by using the discarded foam door packing or cardboard to protect them and ensure that you have a support block to rest the door on.

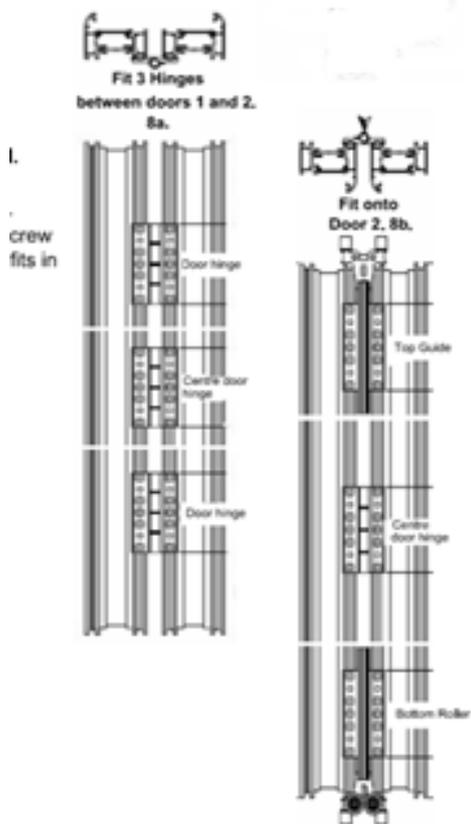
Door 1 fixes to the frame jamb which is at the opposite side of the frame to the lock keep jamb. The hinges are already fixed to the frame and just need fixing to the door.



With the door at right angles and supported on blocks (being careful not to damage the seal on the bottom of the door) use the 2pc Allen key head machine screws and 3 pc self-tapping crew to secure each hinge leaf.

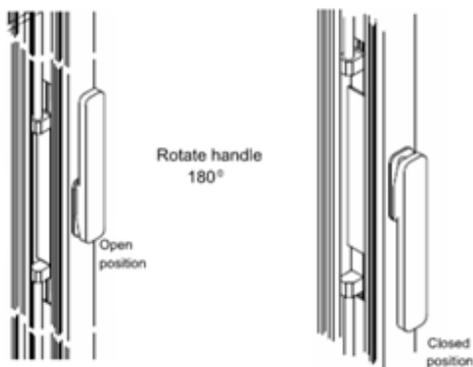
Important - The seal gasket is fitted under the door outside edge. Please take care to ensure when the door rests on the block, it rests on the Aluminium part only and not the seal.





Lift door 2 and locate the bottom roller assembly onto the two tracks in the bottom rail, then move the door to the right angle position and support on blocks ensuring the weight is not on the door seal. Fit door 1 to door 2 with the three hinges that are already fixed to door 2 and just need fixing to door 3 using the 2pc machine screws and 3 self-tapping screw into each hinge leaf

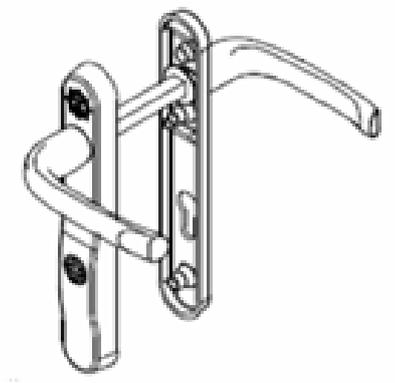
NOTE the hinge with the handle fits in the centre, with the handle to the inside.



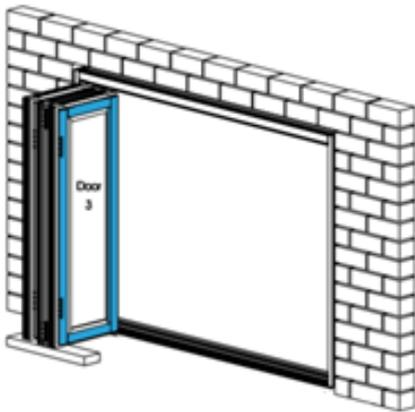
Close the doors from the inside using the pull handle, then rotate the intermediate twin point lock handle to lock the doors closed.



Fitting the Access/Traffic Door (Door 3)



Fit the handles to door 3 using the long threaded bolts provided.

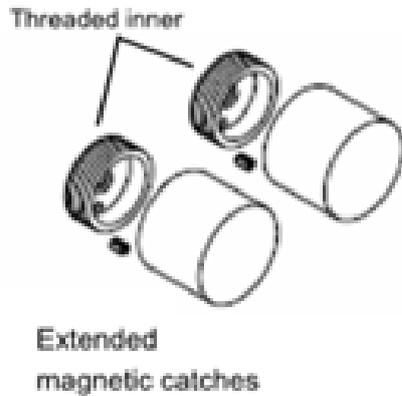


With doors 1 and 2 in the open position and at 90 degrees to the frame, support door 3 the access/traffic door on blocks adjacent to door 2 then screw the three hinge leaves onto door 3. Alternatively you can keep door 1 and 2 closed, then support door 3 ant 90 degrees to the closed doors and screw the hinge leaves on.

Close doors 1 and 2 from the inside rotating the handle 180 degrees to engage the lock. Use the key to lock the doors. Close the access/traffic door and lift the handle to ensure the lock engages. Turn the key to fully lock the door.



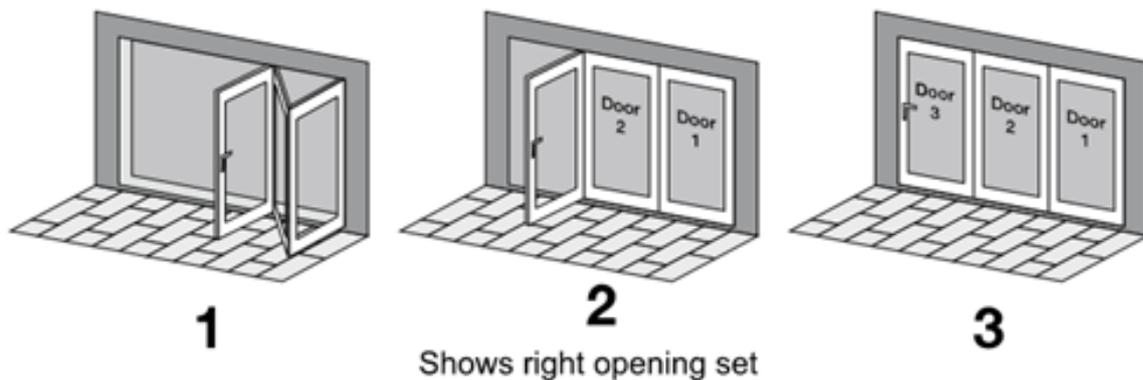
Fitting the Magnetic Catches



Screw the extended Magnet Catches onto the threaded inners Which are located on the outside of door 2 and 3.

Operation of the Bifolds

When closing the door set, first close doors 1 and 2 securing them with the twin point lock by turning the handle 180 degrees so the doors then lock. Then close and lock door 3 by lifting the handle and turning the key. Use door 3 independently as a daily access/traffic door. Press down the handle to unlock and exit.



WTo open the doors, first fully open door 3 until the magnet catch engages. Then turn the inside twin point lock handle 180 degrees and slide and fold all three doors open. Please note failure to operate the doors as described above could result in damage to the roller system and frame. You must never close the doors by dragging The lead door first.



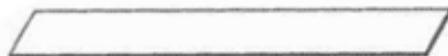
Troubleshooting Access/Traffic Door Will Not Lock

The complete set is assembled and working perfect in our factory before we dis-assemble for packing and delivery. On very rare occasions, due to movement during delivery, or if the set is installed without being completely level and square in the brickwork opening, difficulties in closing the access door can occur.

If you experience these difficulties:

- 1 With the access/traffic door open, lift the handle to operate the lock then turn the key, then reverse the process to unlock. If the lock operates correctly then check possible other causes listed below (2 to 4)
- 2 Check the frame and the doors are correctly assembled and are square, Level and fully supported and well secured into the opening.
- 3 Check the two moveable rollers on the lock align with the centre of the lock keep and receiver. If they do not, unscrew the lock keep and move it up or down until the lock rollers are in the centre of the keep receiver, then re-secure the keep to the frame jamb using new fixing positions for the screws.
- 4 If 1 to 3 are all ok but the lock is not engaging into the keep, check the distance between the lock keep and the lock. If the door lock is too far away from the keep you can use the white lock keep packer 1mm x 2.5mm which fits behind the Lock keep and moves the keep closer to the lock.
Just remove the keep, install the lock keep packer, then re-fit the lock keep.
- 4a If the distance between then lock and the lock keep is still too far you can insert the hinge jamb packers behind the hinge plates on Door 1. Carefully loosen the leaf screws and insert the spacers behind each of the 3 hinges, then re-tighten the screws.

White 1mm x 2.5m
Lock Keep packer



Hinge Jamb
1mm Packer

