



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.

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.

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.

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.



Use liberal amounts of polyurethane sealant behind the nail-fin. **Sealant to be spec'd & approved by the flashing manufacturer.** Before securing the nail-fin it is important to shim the jamb & head at least every 24". Shims should be positioned & adjusted insuring that the patio door frame is plumb & level. Please note, shimming behind the keeper is critical for years of service free operation. Track covers can easily be removed & replaced (Fig. 1). Behind those track covers is an ideal place to hide your shim fasteners.

Secure nail-fin with at least a #8 x 1½" 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.



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Installation Instructions (continued)

With the head, threshold & strike 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 that the Panel Blocks do not cover 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.

From the interior side of the door, install the active panels. It may be necessary to lower the rollers prior to setting the active panels. Do not install the keeper until final adjustment to the door are made. The flush hardware and Nexus two point lock is installed at the factory. Should you need to remove it, do not use a screw gun or impact driver, as it may damage the hardware.

Now that the frame & panels are installed, it is time to adjust the rollers. Remove the 3/8 hole plugs at the bottom of the panel. They can be found on each edge of the door panel. Adjust the roller as high as they will go. Do not adjust the roller using a screw gun or impact driver, as it may damage the roller. It may be difficult to adjust the roller up with the weight of the panel on the roller. It is easier to lift the panel & take the weight off of the panel as you are adjust them up. Slide the door open & closed. If any restriction is felt now is the time to identify it.

Slide the panel until the edge of the sash is 1/4" from the jamb. Take a look at the reveal. If the reveal is off you will want to adjust the appropriate roller down until the reveal is correct. Next open the panel all of the way and check the reveal against the interlock of the next panel. If this reveal is off recheck that your frame is level and square.

Give the door a couple open & close motions to ensure that everything is adjusted. Once you have verified everything is good, replace the 3/8 hole plugs in the bottom of the active panels. 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 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.





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Installation Instructions (continued)

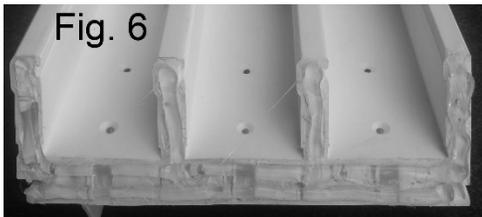
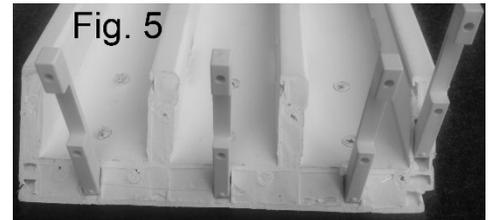
Assembling the KD or Knock Down Frame

After you have unpacked the frame, start identifying your sill, head and jambs. The sash pockets will have two counter sunk holes at each corner. These holes are for the screws that hold the corner keys in place. The amount of keys you use will vary based on the number of sash pockets that your door has. At each corner you use one corner for each pocket. Aside from the keys at the sash pockets there is one key on the exterior wall. That key only is to be installed without the use of screws.

Roller tracks have been installed at the factory. It will be necessary to remove the roller tracks before assembling the frame. Please pay close attention to the location and orientation of the track. Our tracks are offset and only install in one direction. Putting the track in the opposite direction will not allow the door to roll correctly.

Be sure to assemble the frame one corner at a time. You will notice that the mitered ends of the frame have been filled with sealant except where the locations of the corner keys go. Using the SM5555 seam sealer, caulk the ends of the remaining chambers before installing the corner keys. In the exterior wall, be careful that the seam sealer does not go into the pocket more than one inch. If it goes further than that it may start obstructing the weep hole, which could void your warranty.

After caulking the chambers, install the corner keys in one of the profiles. Using a #2 Phillips screwdriver, fasten the corner keys in place by using the provided #8 x 1/2" stainless steel screws (Fig 5). Remember that the corner key in the exterior wall does not require any screws.



On the opposing frame, caulk the ends of the remaining chambers with the seam sealer. Using the SM5555 seam sealer, apply a 3/16" beads across the entire miter (Fig 6). Align the two frame pieces to create the corner. Using a #2 Phillips screwdriver, fasten the corner keys in place by using the provided #8 x 1/2" stainless steel screws. Remember that the corner key in the exterior wall does not require any screws.

If you used enough seam sealer, there should a large amount of squeeze out around corner. If your corner does not have seam sealer coming out of the joints, inspect the corner looking for excessive gaps or inconsistencies. If all of the opposing walls are sealed, clean off all of the excess seam sealer.

A small piece of L-channel has been provided and needs to be adhered to each corner of the assembled frame. Using the SM5555 seam sealer put a large bead on the inside corner of the L-channel. Next apply two to three beads of seam sealer on each side of the frame. Place the L-channel on the corner (Fig 7). The adhesive will hold the L-channel in place, but tape will ensure that it does not fall off during installation.



Repeat this process on the other three corners.