

Installation Instructions

Single CS Cavity Slider



- §SpaceMaker®
- §TimberFormed®
- §AluSealed®
- §MidWay®
- §Ultimate®
- §Serveries™
- §EasyOpen® WC
- §SoundStop®*
- §SofStop®

* Extra data sheets are required for these units.

BEFORE YOU START:

Wall construction

The wall referred to in these instructions is ex 100mm x 50mm wooden framework. In reality this may mean a 94mm x 47mm or 90mm x 45mm or 140 x 45mm (Ultimate®) wooden framework. Although not shown, the unit may also be fitted into other types of wall materials (steel, concrete, brick, etc.). For concrete or masonry walls, fix a 100mm x 50mm timber jack stud into the opening on each side. Fix these in place with ø10mm x 98mm long countersunk masonry anchors at 400mm centres.

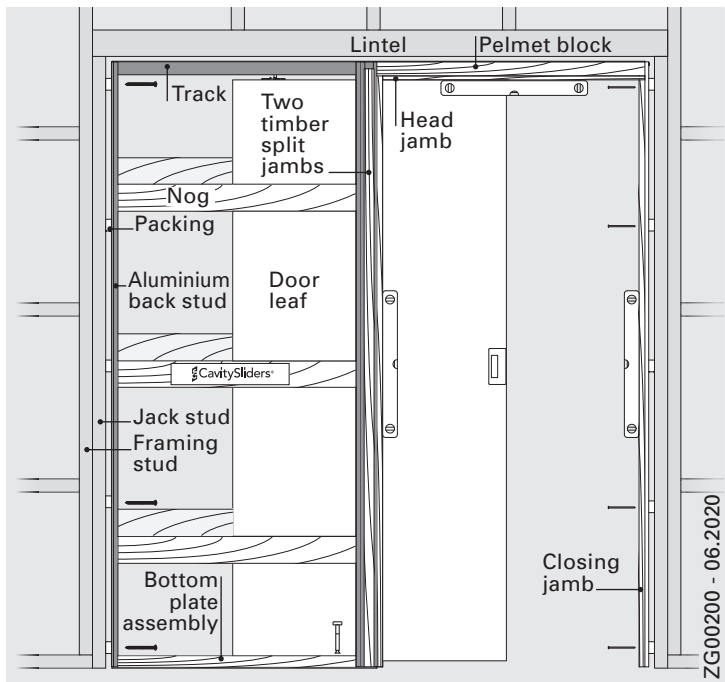
The lintel should be straight and level.
The jack studs should be straight and plumb.

Lintel/trimmer sizes.

CS Cavity Sliders are non-loadbearing. The lintel (or trimmer, ceiling joist or other structural component) directly above the track must span the full trim size opening width. Timber lintels sized from NZS3604 (NZ) / AS1684 (AU) are acceptable if the weight of the door is less than 75kg/m width of door. If heavier, specific design is required. Please consult your engineer.

Trim size (hole in the wall framing):

Height: door leaf height + 95mm (All units including SofStop)
Width: (door width x 2) + 30mm
Width: (door width x 2) - 70mm (EasyOpen only)



Standard under door clearance.

With the unit sitting hard on top of the concrete or timber floor, the clearance under the door leaf ranges between 25-32mm (adjustable). The majority of this clearance is taken up by the floor covering (carpet, tiles etc.).

Modified under door clearance.

If you require **more** than 32mm clearance under the door: pack the cavity unit off the floor by the amount you need.

If you need **less** than 25mm clearance (e.g. polished timber floors) there are three options:

- CS can supply seals which fit to the bottom of the door.
 - * A door up to 15mm taller can be fitted.
 - * The unit can be made up to 15mm shorter.
- ***b & c** must be **pre-ordered**.

Contamination of the top track.

Never drill, nail or screw through the centre section of the track. The track running surface must be clean and free of any contamination or damage, e.g paint or dust. The tyres on the carriage should not be chipped, dented or have swarf embedded in the tyre. **Take extra care with the carriages to avoid any damage during the installation process.**

Fixing cavity slider to the floor

Installing the cavity slider 100% plumb and level will **NOT** guarantee a correctly sliding door.

If the wall, lintel, floor and door are not all plumb, level and straight, the door may slide incorrectly into the pocket.

For this reason, the skirting block fixing (at the base of the pocket frame behind the split jambs) should only be secured once you have ensured the door is running parallel to the cavity pocket.

INSTALLATION.

1. Remove packaging and check components.

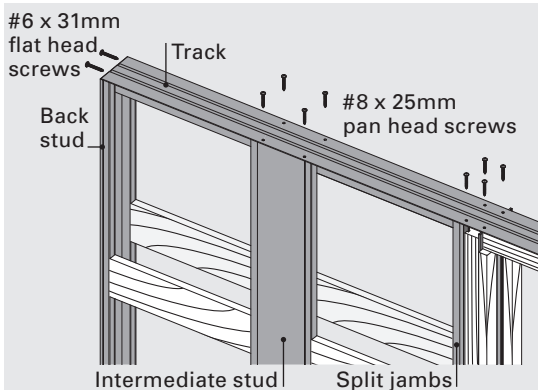
Position the cavity unit so the aluminium back stud is parallel with the floor and remove the transport support cleat (if fitted) from the bottom plate assembly.

Check for any transportation damage.

If anything looks damaged or out of specification or you are unsure, contact CS before beginning your install.

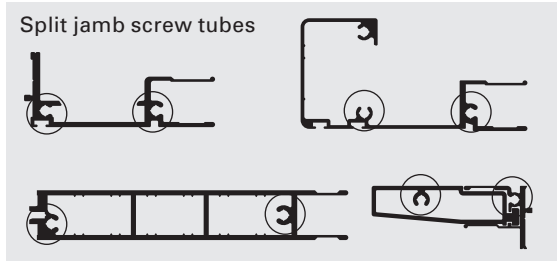
2. Fit the track (if not already fitted).

Check inside the track and clean out all dust and debris. Remove all temporary frame packers marked "remove".



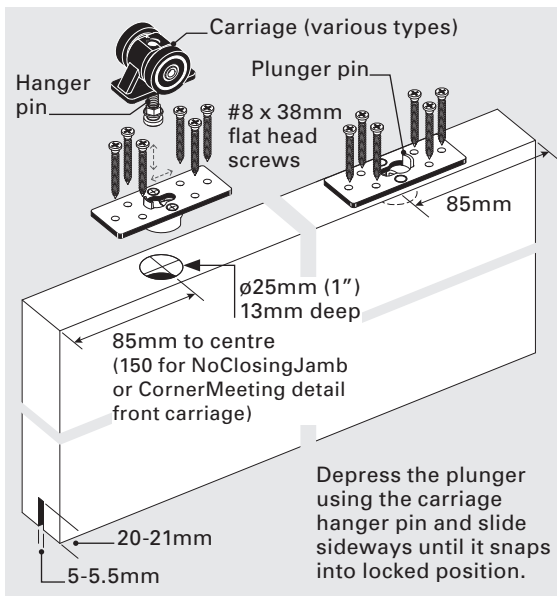
2. Slide the track into the unit and fix to the aluminium split jambs, back stud and intermediate studs (if fitted).

Make sure that the track holes line up with the split jamb and intermediate stud screw tubes.



3. Prepare door (if not already fitted).

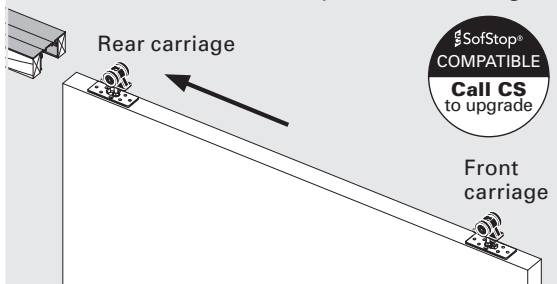
- At the bottom of the door leaf cut a groove to the dimension and tolerance shown below. Make it central to the door thickness and absolutely straight.
- Drill mounting plate holes to the correct size and depth as marked.
- Fix both mounting plates to the door. Make sure they are placed exactly in the centre of the door thickness.



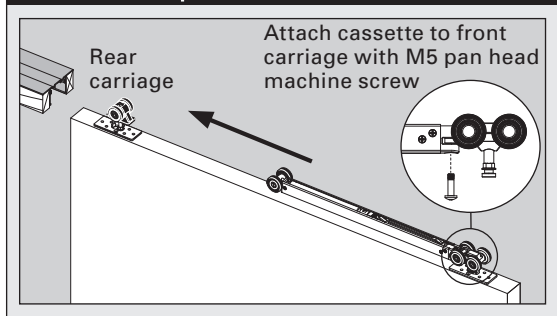
4. Fit the door (if not already fitted).

Slide door and carriages into track (**A, B or C**).

A Standard (non-SofStop) M6/M8 carriages

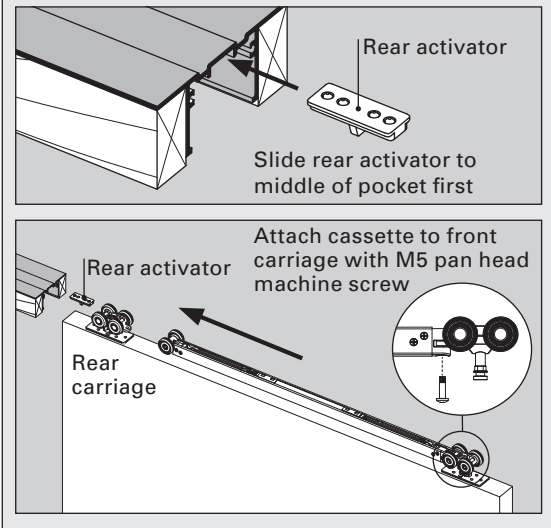


B SofStop® Single (Soft Close)

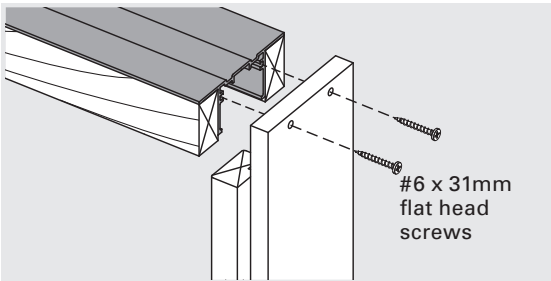


C SofStop® Twin (Soft Open & Close)

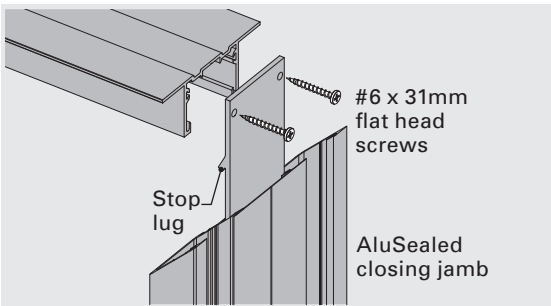
DO NOT LINE THE POCKET UNTIL THE SOFSTOP MECHANISM HAS BEEN INSTALLED AND TESTED.



5. Fit the closing jamb (if supplied).



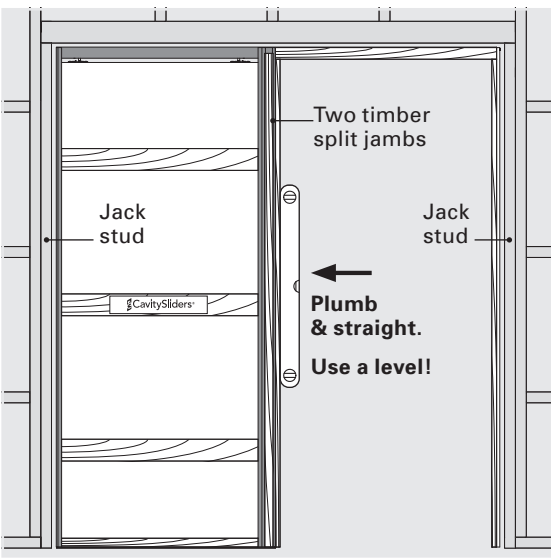
AluSealed units: Ensure the closing jamb plate is fitted to the top of the closing jamb as shown with the stop lug towards the cavity pocket.



6. Place unit into framed opening.

Plumb up the two split jambs.

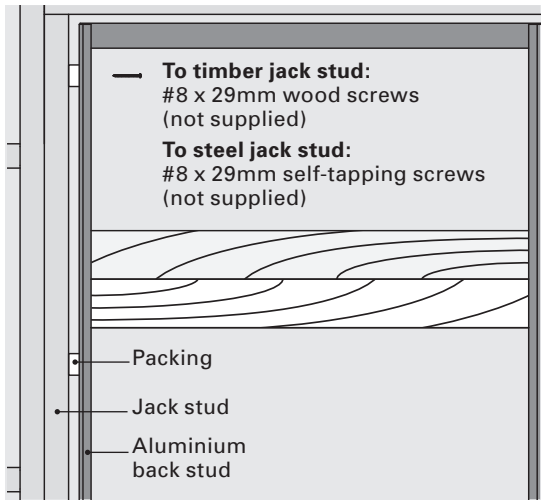
Use a level!



7. Fix the aluminium back stud.

While keeping the timber split jambs plumb, pack behind the aluminium back stud.

Screw the aluminium back stud including the packing to the jack stud through the pre-punched holes.



8. Level the track.

The track must be fitted level and straight. Pack above the track where necessary.

Doors under 910mm wide do not require the track to be fixed to the lintel.

The track for all units with doors over 910mm wide must be fixed to the lintel at 600mm centres through the aluminium flanges on both sides of the track.

Do not fix through the centre of the track.

Fit the first screws 50mm back from the closing jamb end of the track.

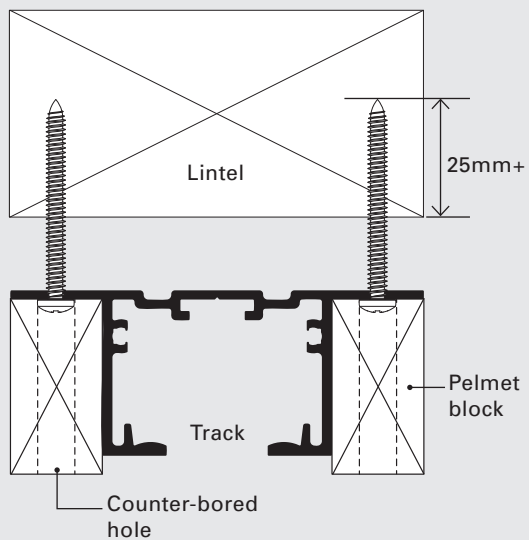
Counter bore the timber pelmet blocks so that the screw heads pull hard up under the aluminium flanges.

Screws for:

Timber lintel: #8 screws to penetrate lintel by at least 25mm (not supplied)

Light steel lintel (under 2mm): #8 self-tapping screws to penetrate lintel by at least 5mm (not supplied)

Heavy steel lintel: M5 machine screws (not supplied)

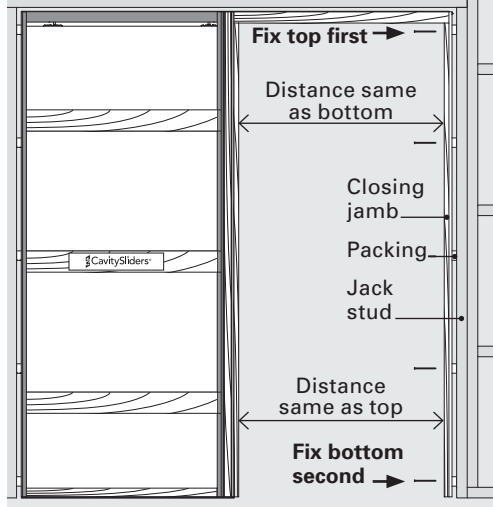


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9. Fix the closing jamb.
Plumb closing jamb. **Use a level!**
Pack and nail at 500mm centres to the jack stud through the recessed centre section of the closing jamb.

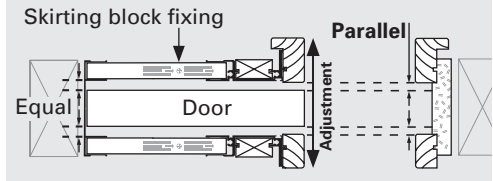
Fix the top of the closing jamb first, then the bottom of the closing jamb.
Ensure that the distance between the closing jamb and the split jamb are the same, both at the bottom and at the top. **The distance at the bottom must never be more than the distance at the top.**
Measure this carefully!
Fix between the top and bottom.



Use a level to make sure that the closing jamb is straight and plumb in both directions.

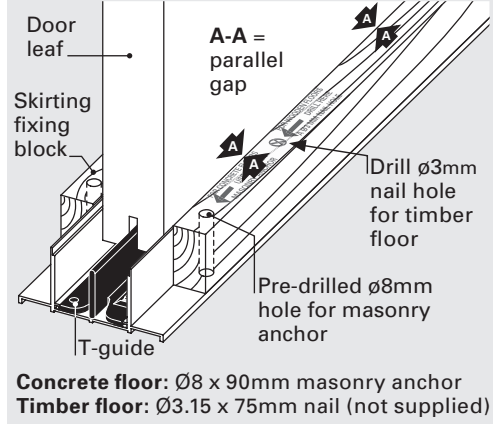
AluSealed units: Screw through pre-drilled holes in the centre of the closing jamb. Aluminium plugs are supplied to cover the fixing holes. Put these in only when you are satisfied with the complete installation!

10. Fix the bottom plate assembly.
The door must slide parallel with the bottom plate assembly. If not, gently tap the front of the bottom plate to the left or right until it does.



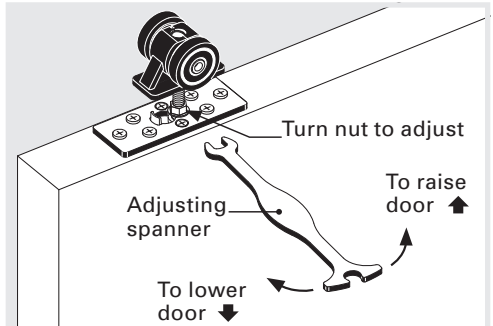
The door should now slide smoothly and fit into the recess in the closing jamb, with parallel gaps on either side between the door and the closing jamb.

Fix the bottom plate assembly to the floor:



10. To concrete floors:
Use ø8mm x 90mm masonry anchors through the pre-drilled holes in the skirting fixing blocks of the bottom plate. (See the red stamped arrow on the timber).
To **timber** floors: Use ø3.15mm x 75mm nails on either side in the centre of the skirting fixing block thickness. (See the red stamped ⊕ on the timber).
Pre-drill ø3mm holes for these nails.

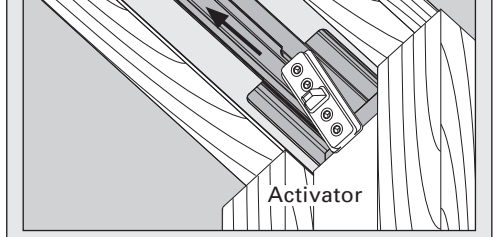
11. Adjust the door.
Use the small end of the spanner supplied to adjust the door for height and plumb.
Note: The top of the hanger pin screws into a self-locking Nyloc type nut in the carriage. For the assembly to remain in its adjusted position over time the hanger pin must be screwed into the nylon locking portion of the nut by at least 3 full turns. (The thread gets harder to turn once it reaches the start of the nylon locking ring).
Take care not to wind the hanger pin up too far on SofStop carriages as it will hit the activator in the track.



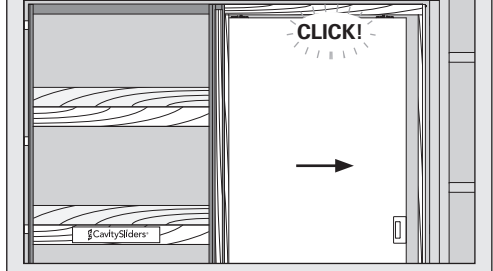
SofStop® Single & Twin

Note: *Single Soft Close* requires one front activator only.
Twin Soft Open & Close requires two activators. One of them should already be in the track above the pocket (**Step 4**).

12. Set front activator position.
a) Open the door and insert the front activator, moving it into the approximate centre of the door opening. Tighten 2 grub screws.

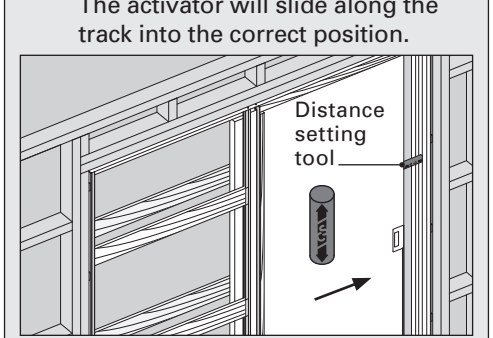


b) Gently close the door until the pickup mechanism goes past the activator. You will hear a click. The cassette is now charged.



c) Open the door again and loosen the activator grub screws.

12.d) Position the distance setting tool against the centre of the closing jamb or finished wall and gently close the door onto it.



e) Without moving the activator, open the door and securely tighten all four grub screws.

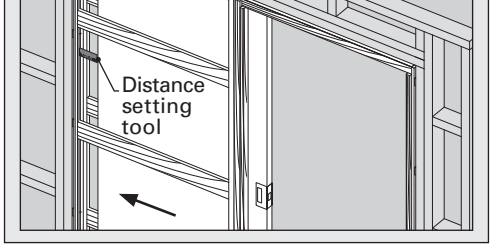
WARNING: If the door soft closes, but does not come to a stand still on the closing jamb or track stop, you risk breaking the hook on the soft close mechanism.
If you use the activator setting block correctly this will be avoided.

SofStop® Twin ONLY

13. Set rear activator position.

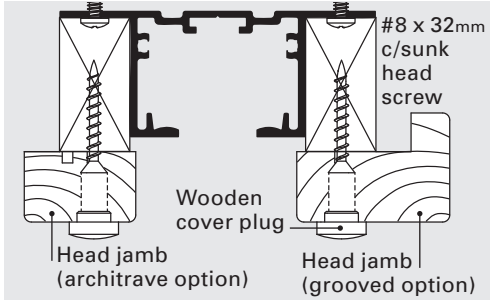
a) Close the door and move the rear activator into the approximate centre of the pocket. **Do not tighten grub screws.**
b) Position the distance setting tool inside the back stud and gently open the door onto it. The activator will slide along the track into the correct position. The rear activator is now positioned. Securely tighten all four grub screws.

Note: Twin SofStop cannot be adjusted after installation of wall linings.

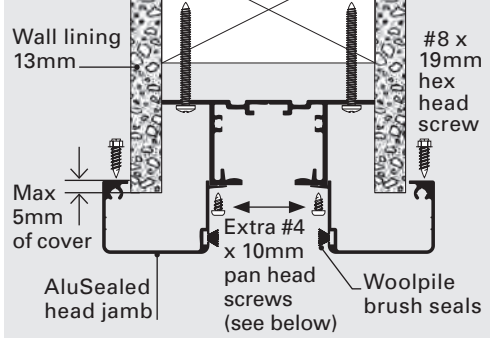


14. Fit the head jambs.
Before fitting head jambs, adjust the door for plumb and for the desired clearance under the door (**Step 11**).

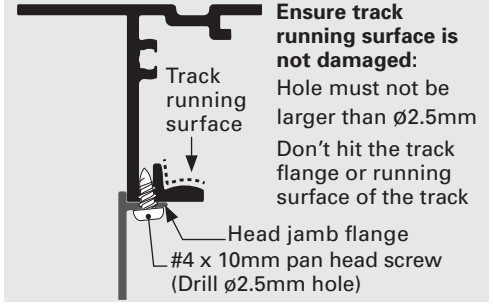
Slide the head jamb into place between the vertical jambs. Flush up the joints, then screw into place. Gently tap wooden plugs to cover the screw heads.



14. AluSealed: screw in place through both ends at the top of the head jambs.



AluSealed head jambs longer than 1 metre require an extra screw to hold the centre of the jamb to the bottom of the track as shown below. Spot through the pre drilled hole in the flange with a ø2.5mm drill into the bottom of the track.



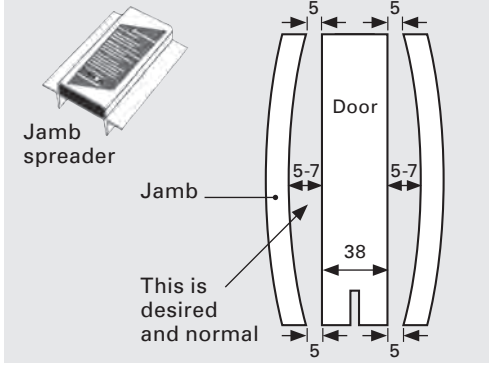
After installation but before lining, **clean the full length of the inside running surface of the track with a soft rag. TAPE UP THE TRACK to ensure no dust or debris enter the track or SofStop mechanism during building works.** Warranty does not cover damage arising from paint or debris in the track, wheels or mechanism.

FINISHING THE INSTALL.

15. Fixing the wall linings.

NB: If installing Twin SofStop, **DO NOT line the pocket until the SofStop mechanism has been installed and tested.**

The cavity slider comes with the split jambs intentionally 'rounded out' to accommodate any slight bowing of the door leaf and to allow door hardware to clear the jambs.



The standard clearance is 5-7mm between door and split jamb using a 38mm door.

The supplied 'jamb spreader' should be inserted into the cavity slider opening prior to fixing wall linings and architraves.

Wherever possible, linings should only be glued on. Use short drywall screws to hold linings in place until glue is dry.

15. 10mm linings: use **maximum 25mm** long drywall screws.

13mm linings: use **maximum 28mm** long drywall screws.

Sealing the inside of plasterboard linings and mdf architraves is recommended.

AluSealed: When fixing wall linings above the head jambs do not allow the linings to finish lower than 5mm below the top of the head jamb.

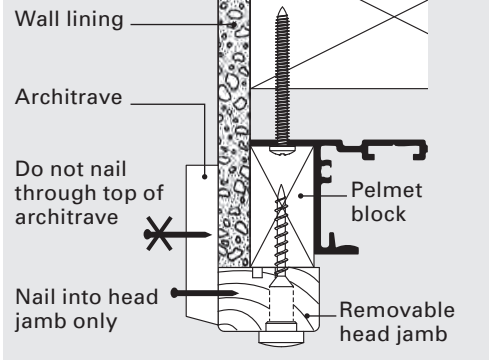
16. Fitting architraves.

Nail the architraves to the four vertical jambs and the two horizontal head jambs.

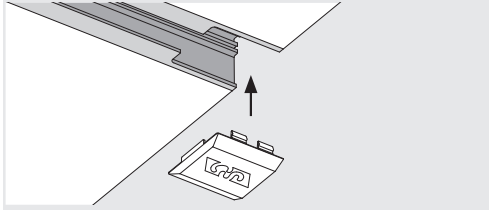
Use panel pins with a maximum length of 25mm plus the thickness of the architrave.

Nail the back of the architrave to the split jamb blocks using panel pins with a maximum length of the combined thickness of the architrave and wall linings plus 15mm.

Note (To ensure head jambs are removable): Nail the horizontal architraves to the head jambs but **do not** nail them to the timber pelmet blocks above the head jamb.



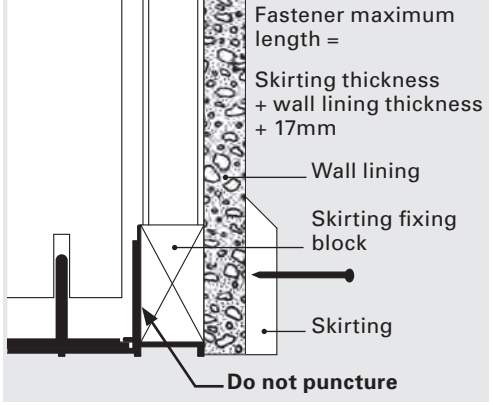
17. Insert the track notch cover if required.



18. Fitting skirting.

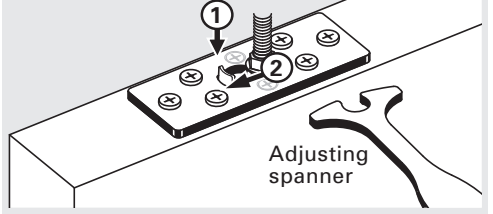
Make sure that you do not puncture the aluminium extrusion of the bottom plate assembly. Use panel pins to fix the skirting to the fixing block.

Do not hammer too hard against the bottom plate. This may damage the channel where the door slides.

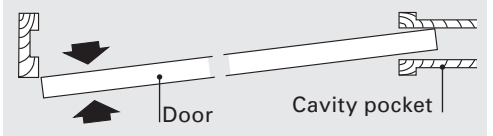


19. If you need to remove the door:
Begin by removing the architrave and head jamb from one side (if fitted). Make a thin knife cut where any paint joins two components so as not to tear existing paint work.
Fit the club end of the adjusting spanner over the hexagonal nut at the bottom of the hanger pin.

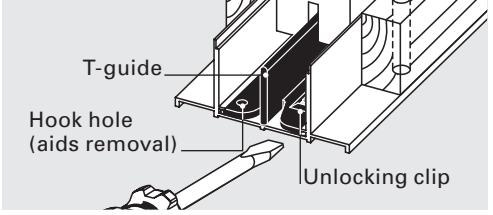
Use the extended part of the spanner to press down the plunger pin that protrudes up from the mounting plate. Once the plunger is fully depressed, slide the spanner sideways towards the plunger pin.



The whole carriage (including the hanger pin) will now disengage from the mounting plate. It is not always easy to slide the spanner sideways. You may need to relieve the door's weight by putting a wedge between door and floor.



If you have trouble removing the door from the pocket: lift the unlocking clip and slide the black nylon T-guide backwards slightly.



If you need to remove the T-guide: lift the unlocking clip and pull the black nylon T-guide forward. Use a hook to aid removal if required. To remove the carriages: Slide them out of the notched end of the track.

20. Bowed doors.
The timber split jambs of the **CS Ultimate** are face fixed in place. If a door bows and rubs on the jambs, remove the jamb and shape it to suit the bowed door instead of replacing the door.

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NZ Patent No: 533838. Aust. Patent: 2005 202818.

BRANZ Approved
Approval No. 900 (2015)

MADE IN NEW ZEALAND

WE GUARANTEE PRODUCT WITH OUR SERIAL CODES FOR UP TO TEN YEARS