

Installation Instructions

Bi-Parting

FramelessGlass™

CS Cavity Slider

SofStop®

Serveries™



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 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 doors 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 height (glass + clamp) + 95mm

(All units including SofStop)

Width = (door width x 4) - 190mm (for 100mm door protrusion)

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 22 - 30mm (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 30mm clearance under the door: pack the cavity unit off the floor by the amount you need.

If you need **less** than 22mm 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 whole 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. 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.

Woolpile seals

This CS FramelessGlass unit has been supplied with woolpile seals fitted to the split jambs only. Seals for the head jambs are supplied loose.

Prepare and paint the jambs before installing the seals, glass and cavity slider. This will ensure paint does not damage the seals.

INSTALLATION.

1. Remove packaging and check components.

Position the cavity units so the aluminium back studs are parallel with the floor and remove the transport support cleats (if fitted) from the bottom plate assemblies. Check for any transportation damage.

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

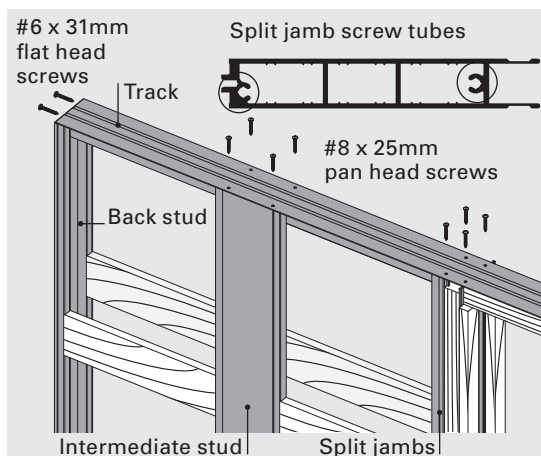
2. Fit the tracks (if not already fitted).

Check inside the tracks and clean out all dust and debris.

Remove all temporary frame packers marked "remove".

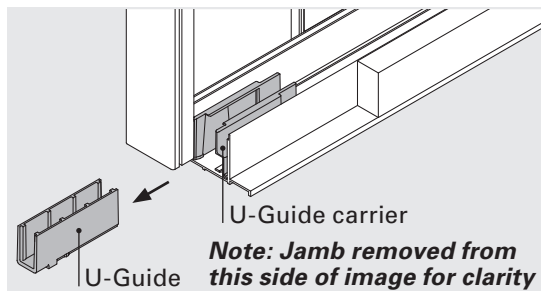
Slide the track into each unit and fix to the aluminium split jambs, back stud and intermediate studs (if fitted).

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



3. Prepare the glass (if not already fitted).

Temporarily remove the U-Guide from the U-Guide carrier.

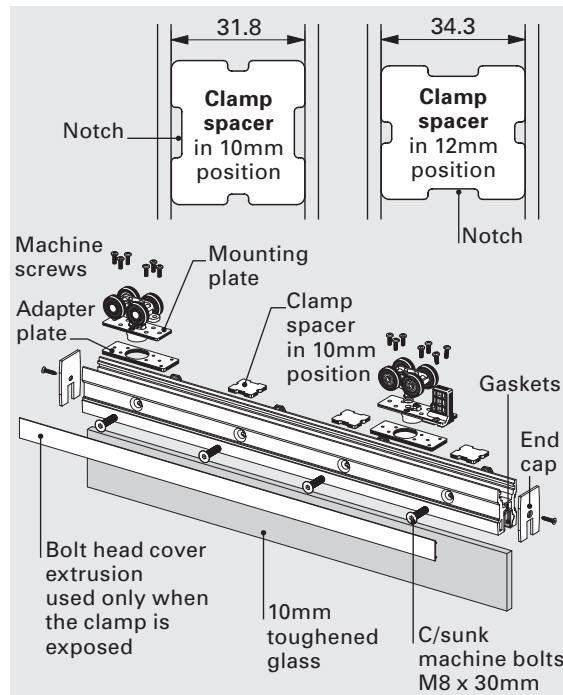


3. Ensure glass clamp gaskets (supplied by CS) are in place on both sides of the clamp assembly as shown below.

The M8 x 30mm countersunk machine bolts have been lubricated in preparation for the torque tightening. Loosen them enough to slide glass into position so that the top edge of the glass is in the clamp. You may need to loosen the machine screws holding the mounting plate in place to do this.

Check notch position before hanging glass:

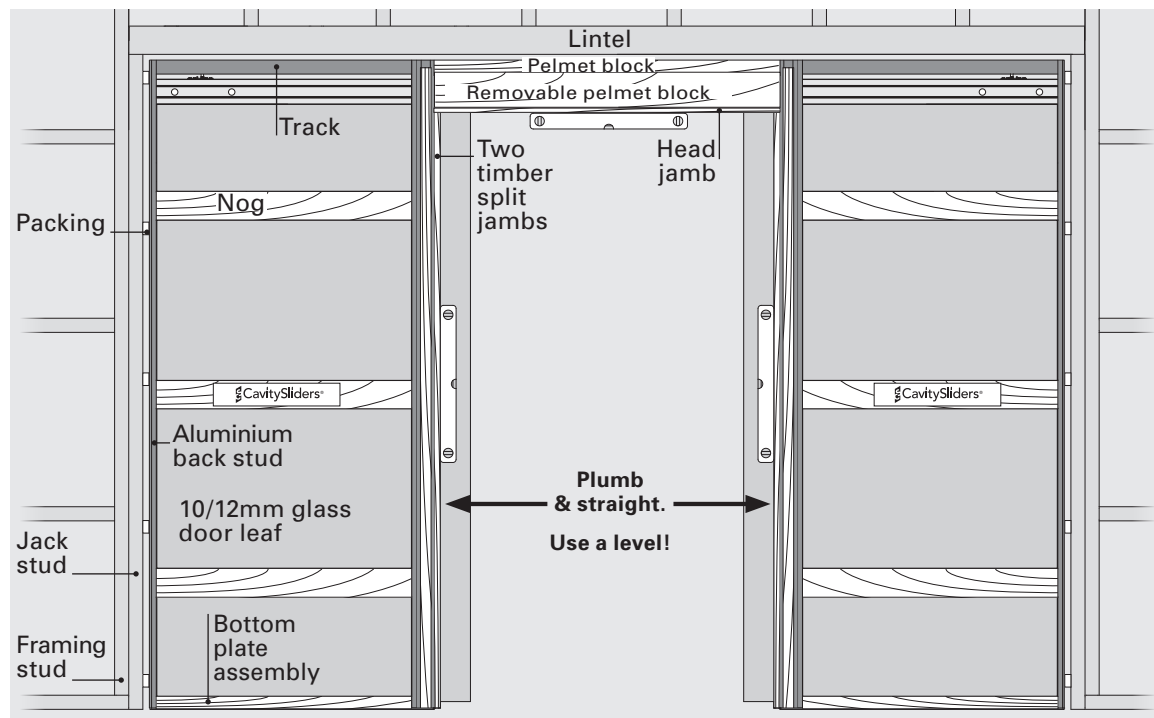
When wide notch on clamp spacer sits as shown, the clamp suits 10mm glass. Rotate 90° for 12mm glass. Clamp spacers must be in line with bolts.



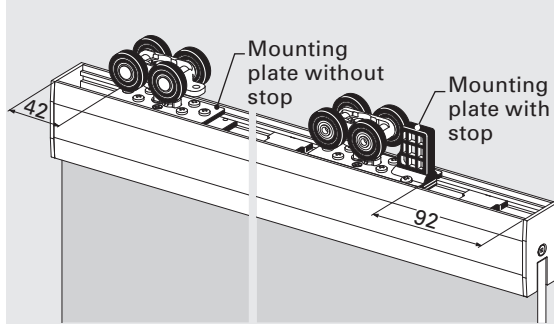
Once in place, tighten machine bolts off using a torque wrench to 27Nm.

Re-tighten mounting plate screws.

Fit end cap(s) and bolt head cover extrusion if required. These may be required for aesthetic purposes when Full-Height detail option is chosen. Use a mallet and block of wood when fitting bolt head cover extrusions to avoid denting the extrusion.

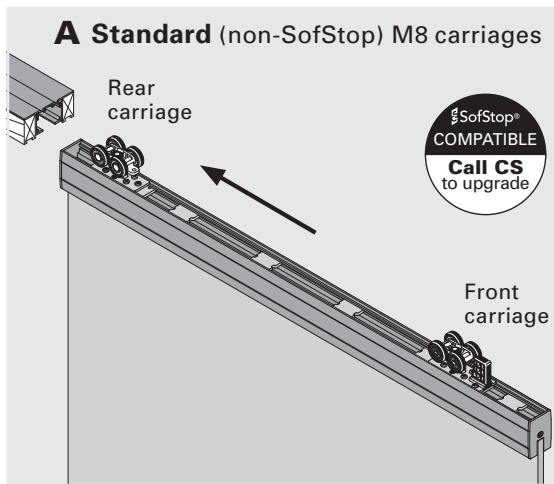


Mounting plate positions

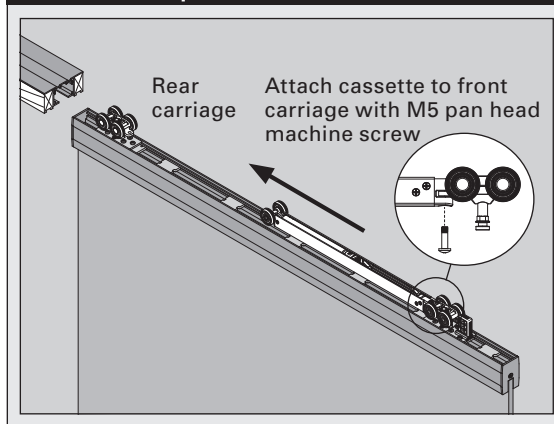


4. Fit doors (if not already fitted).

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

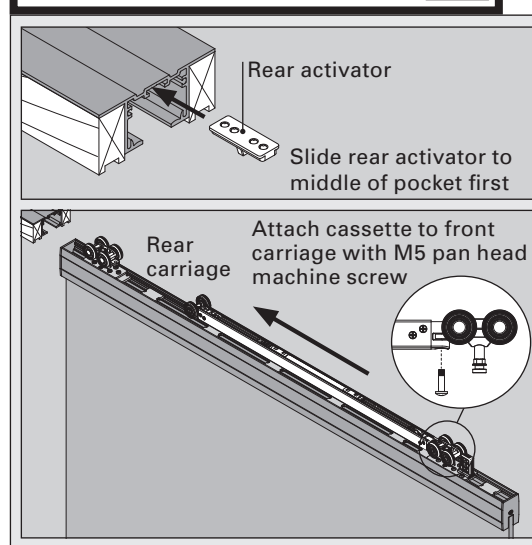


B SofStop® Single (Soft Close)



C SofStop® Twin (Soft Open & Close)

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



5. Place units into framed opening.

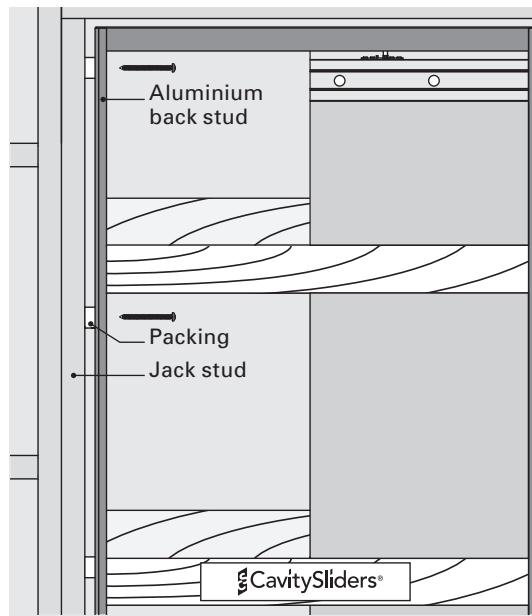
Connect the tracks together with the alignment pins provided. These are already fitted into the track screw tubes on one of the units.

Plumb up the two split jambs. **Use a level!**

6. Fix the aluminium back studs.

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

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



To timber jack stud:
#8 x 29mm wood screws (not supplied)

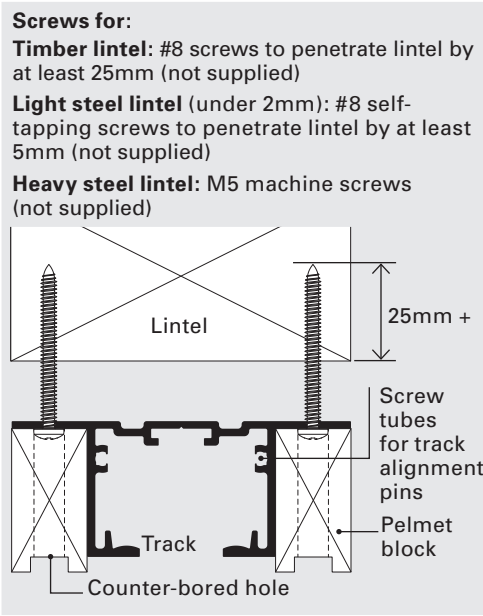
To steel jack stud:
#8 x 29mm self-tapping screws (not supplied)

7. Level the tracks.

The tracks must be fitted level and straight. Pack above the tracks where necessary. The tracks must be fixed to the lintel at 600mm centres through the aluminium flanges on both sides, starting 50mm back from the track meeting point.

Go to page **2** (overleaf) →

7. Counter bore the timber pelmet blocks so that the screw heads pull hard up under the aluminium flanges.
Note: you need to remove the ‘removable pelmet block’ first.

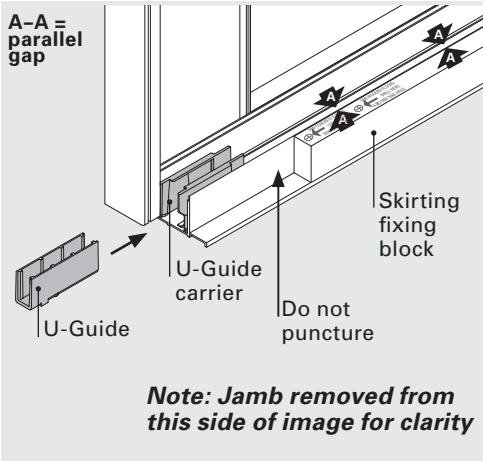


8. Fix the bottom plate assembly
The doors must slide parallel with the bottom plate assembly. If not, gently tap the front of the bottom plates to the left or right until they do.

The doors should now slide smoothly and butt neatly together when closed.

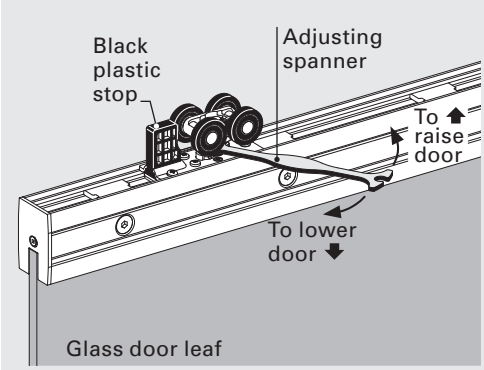
Before fixing bottom plate assembly, ensure U-guide carrier and U-guide are in position.

Fix bottom plate assemblies to the floor:
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.



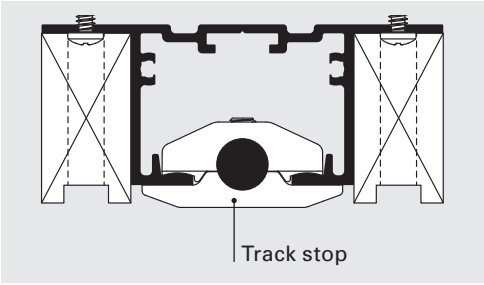
9. Adjust the doors.
Use the small end of the spanner supplied to adjust the doors for height and plumb.
Note: The top of the hanger pin screws into a self-locking Nyloc type nut in the carriage. For the assembly to remain in its adjusted position over time the hanger pin must be screwed into the nylon locking portion of the nut by at least 3 full turns.

9. (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.



10. Adjust the track stops.
The black plastic stop fitted to the mount plate is what contacts the track stop.
Using a 4mm Allen key, loosen the track stops and push them towards the cavity pockets.
Gently slide each door towards the centre closed position (where the tracks meet) and then open again.

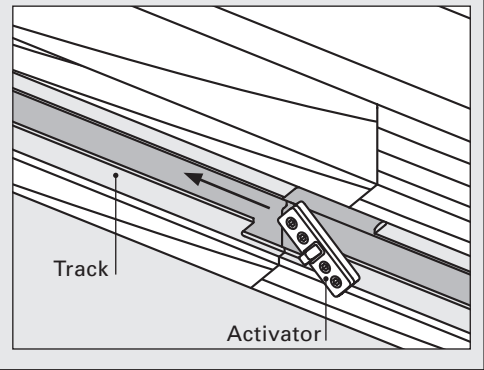
Lock the track stops in place and test that the doors finish where you need them to stop.



SofStop® Single & Twin

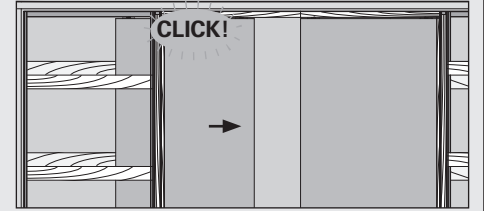
(Repeat steps for each door)
Note: Single Soft Close requires one front activator only.
Twin Soft Open & Close requires two activators for each cavity unit. The rear activators should already be in each track above the pockets (**Step 4**).

11. Set front activator position.
a) Open one door and insert the front activator into the track. Slide it to about half way between the track joining point and the split jamb. Tighten 2 grub screws.

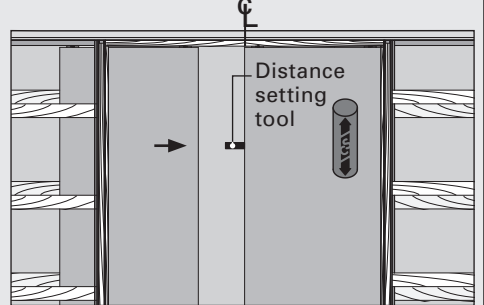


SofStop® Single & Twin

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.
d) Hold the distance setting tool against the other closed door. Gently close the door.
The activator will slide along the track into the correct position.



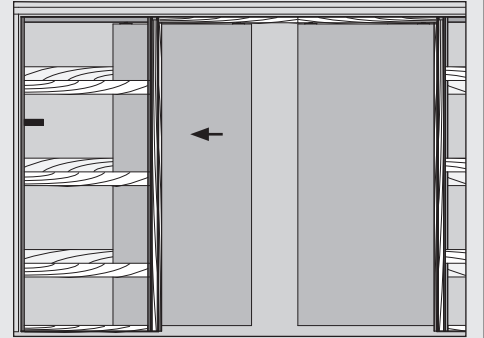
e) Without moving the activator, open the door and securely tighten all four grub screws

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

f) Repeat for the second door.

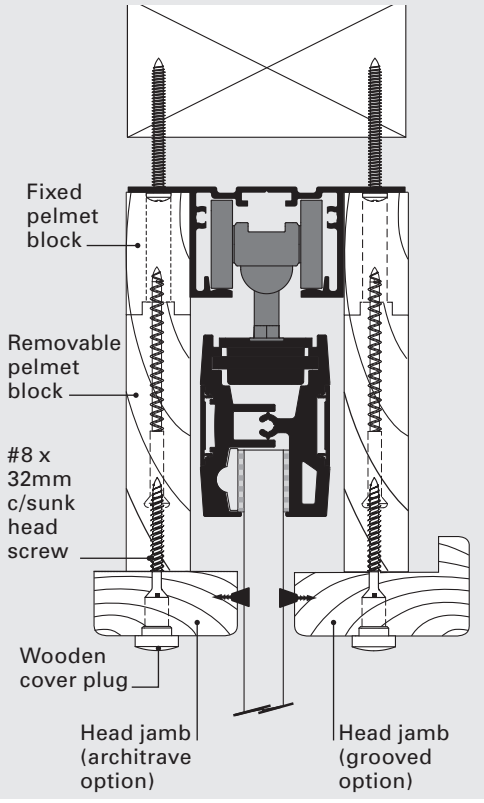
SofStop® Twin ONLY

12. 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.



c) Repeat for the second door.

13. Fit the head jambs.
Before fitting head jambs, adjust the door for plumb and for the desired clearance under the door (**Step 9**).
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.



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.

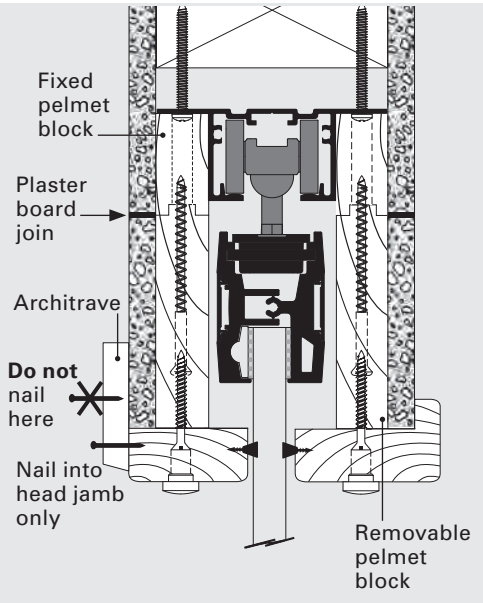
FINISHING THE INSTALL.

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

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

For 10mm linings use maximum 25mm long plasterboard fixing screws.
We recommend sealing the inside of all plasterboard linings and mdf architraves. When fixing linings over the pelmet area, ensure you create a plasterboard join over the pelmet where the removable pelmet meets the smaller fixed pelmet.

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



15. 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.

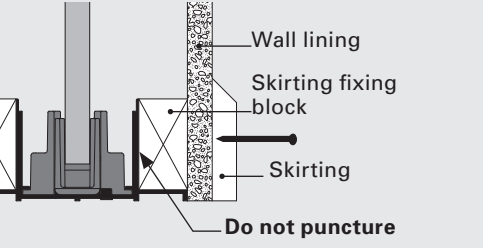
Nail the back of the architrave to the split jamb blocks using panel pins with a maximum length of the combined thickness of the architrave and wall linings plus 15mm.

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.

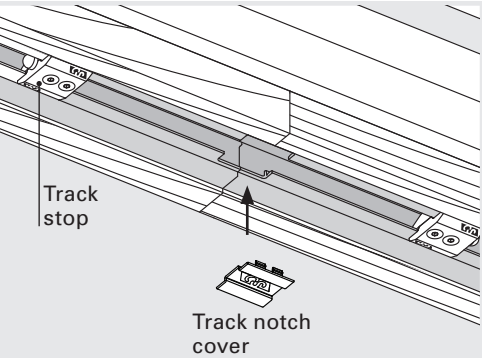
16. Fitting skirting.
Make sure that you **do not puncture** the aluminium extrusion of the bottom plate assembly. Use panel pins to fix the skirting to the fixing block.

The maximum length of the panel pins are the combined thickness of the skirting and the wall lining **plus 17mm.**

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



17. Insert the track notch cover if required.

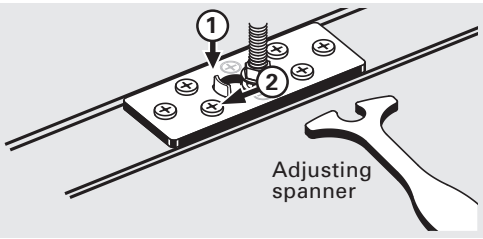


18. If you need to remove the doors:

Slide the U-guide out from the carrier before removing the door.
Remove the architrave, head jamb and removable pelmet 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 this 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.

Do the same with the other carriages.
Finally, remove the black plastic stop that is tightly fitted into the mounting plate at the front of each door leaf. Remove this by tapping it out in the direction shown using a hammer and drift.

Slide the carriages towards the centre of the opening to remove.
Use a 4mm Allen key to remove the track stops fitted in the middle where the doors meet.

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