



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.

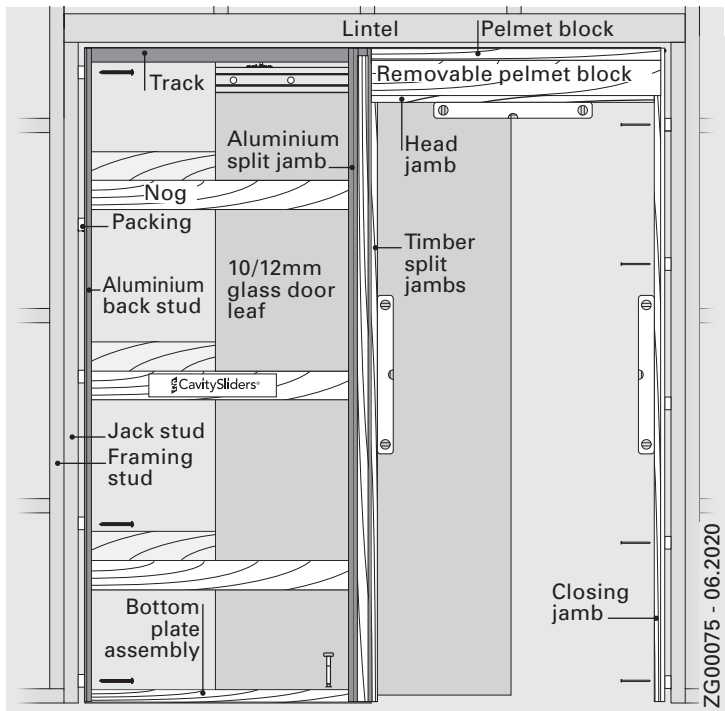
Lintel/trimmer sizes.

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 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)(All units including SofStop):

Height = door height (glass + clamp) + 95mm

Width = (door width x 2) - 70mm (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 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. 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 and closing jamb 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 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.

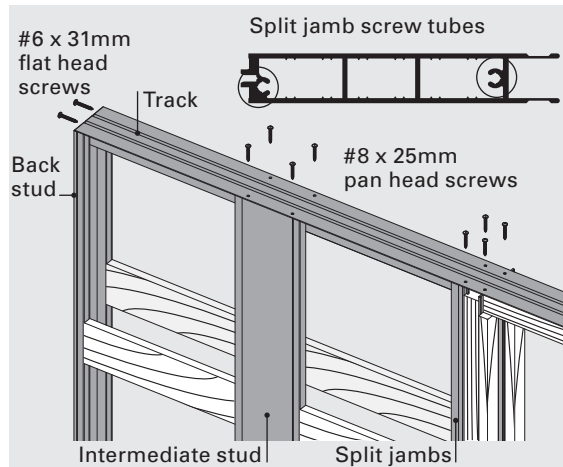
If anything looks damaged or out of specification or you are unsure, contact CS before beginning your install.

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

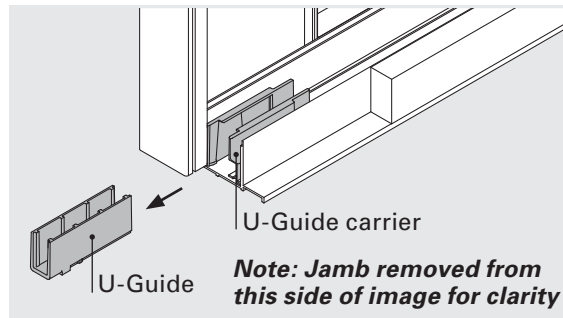
Check inside the track and clean out all dust and debris. Remove all temporary frame packers marked "remove".

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

2. 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.

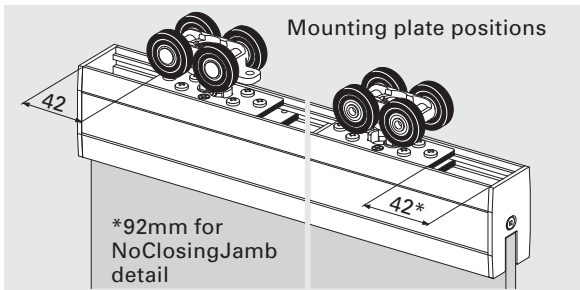
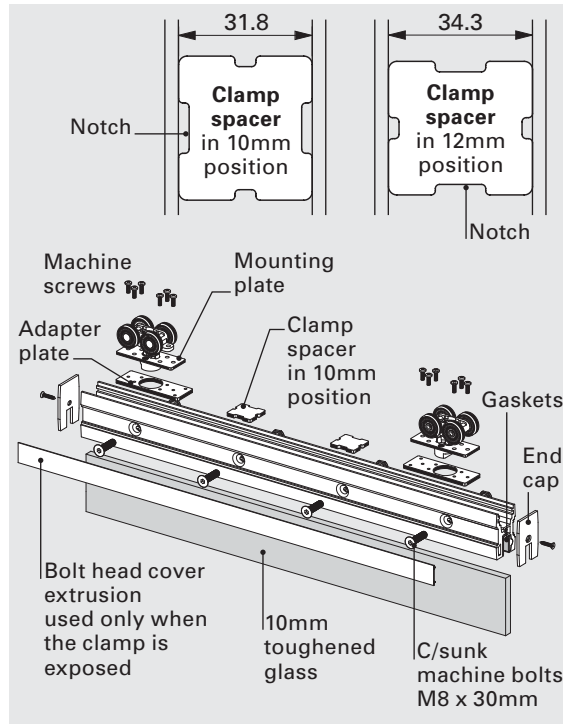


Ensure glass clamp gaskets (supplied by CS) are in place on both sides of the clamp assembly as shown below.

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:

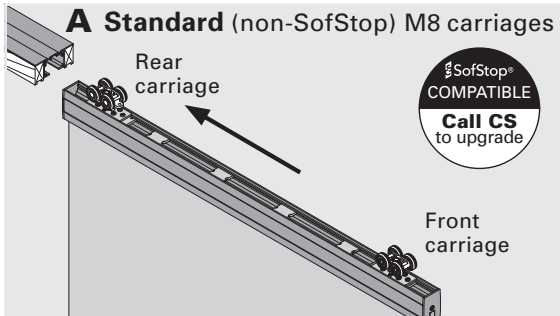
When wide notch on clamp spacer sits as shown, the clamp suits 10mm glass. Rotate 90° for 12mm glass. Clamp spacers must be in line with bolts.



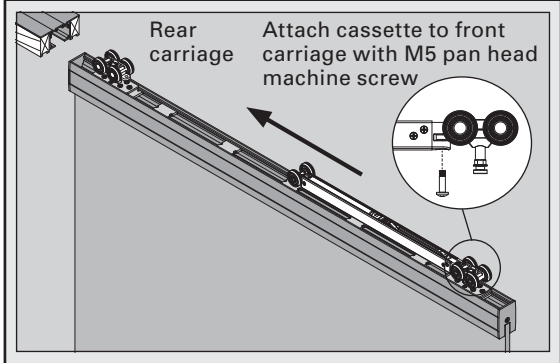
3. Once in place, tighten machine bolts off using a torque wrench to 27Nm. Re-tighten mounting plate screws.

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.

4. Fit the glass door (if not already fitted). Slide door and carriages into track (**A, B or C**).

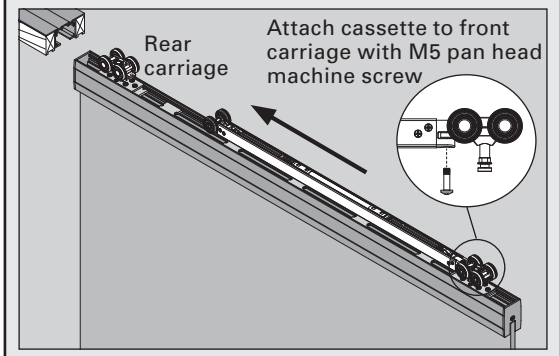
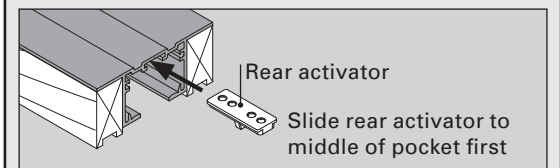


B SofStop® Single (Soft Close)



C SofStop® Twin (Soft Open & Close)

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

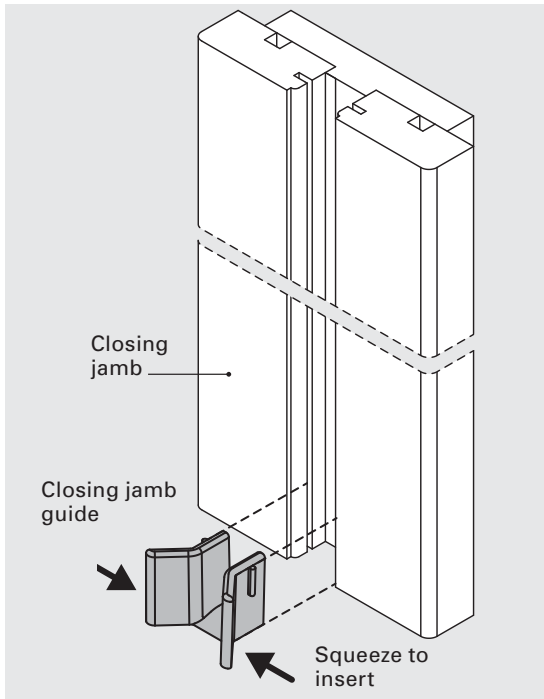


Slide the U-Guide back into the U-Guide carrier after the door is fitted.

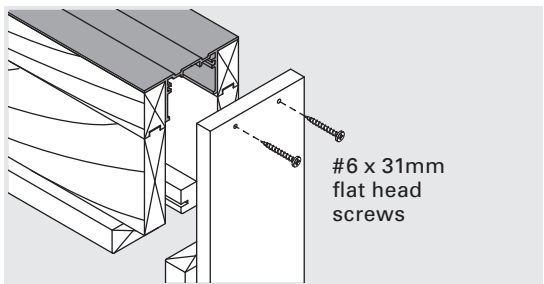
5. Fit the closing jamb guide

(if required). Align the U-guide with the closing jamb.

Fit guide by squeezing the sides together and sliding into the jamb.

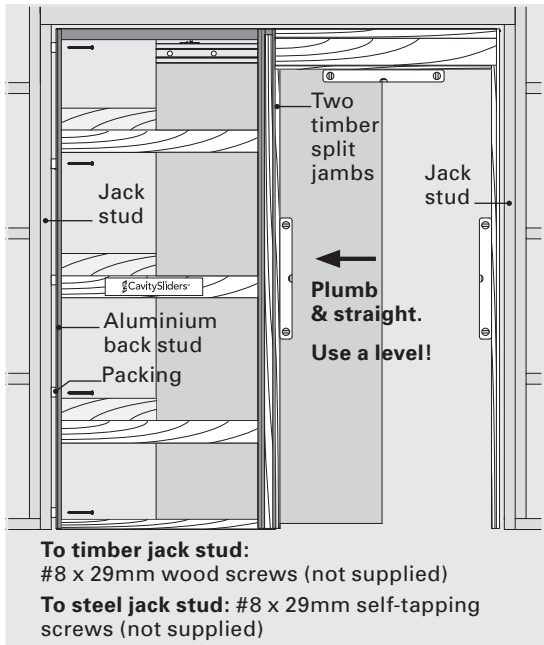


6. Fit the closing jamb (if required).



7. Place unit into framed opening.

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



8. 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

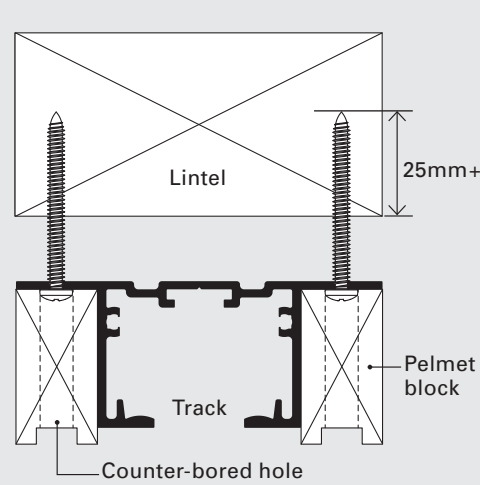
9. Level the track.

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.



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)

Fit the first screws 100mm back from the closing jamb end of the track.

Note: you need to remove the 'removable pelmet block' first.

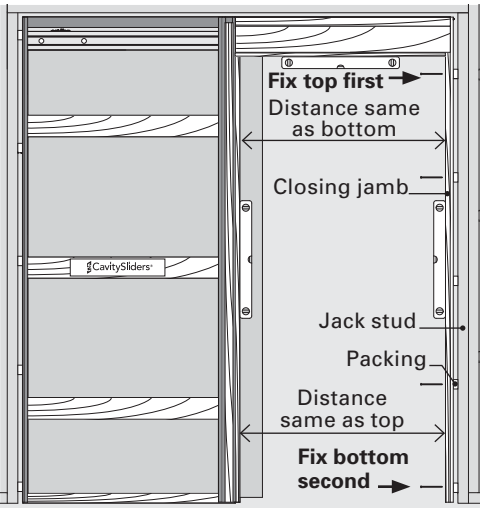
Counter bore the timber pelmet blocks so that the screw heads pull hard up under the aluminium flanges.

10. 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.



10. 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.

11. Fix the bottom plate assembly.

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

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.

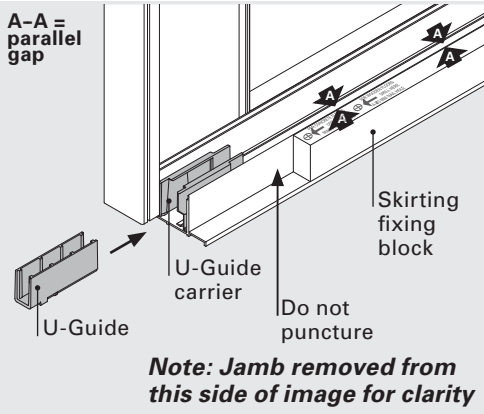
Fix the bottom plate assembly to the floor:

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.

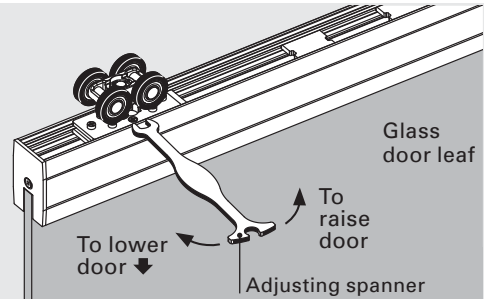


12. Adjust the door height.

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.

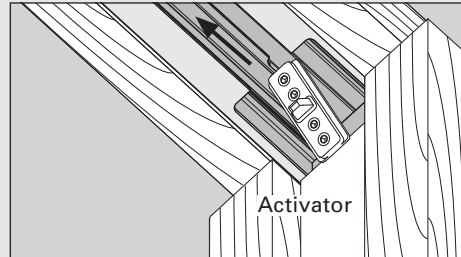


SofStop® Single & Twin

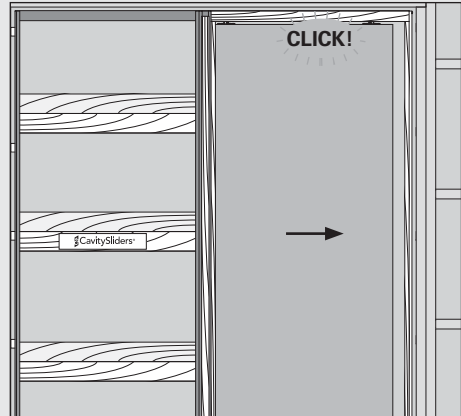
Note: *Single Soft Close* requires one front activator only. *Twin Soft Open & Close* requires two activators. One of them should already be in the track above the pocket (**Step 4**).

13. 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.

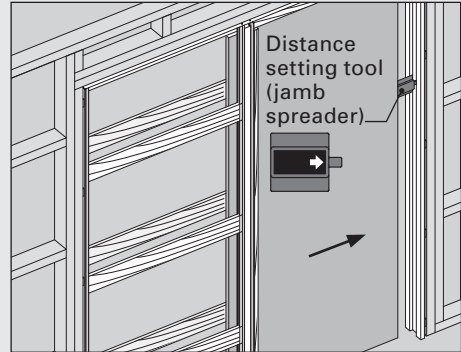


b) Gently close the door until the pickup mechanism goes past the activator. You will hear a click. The cassette is now charged.



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

d) Position the distance setting tool against the centre of the closing jamb or finished wall and gently close the door onto it. 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 closing jamb or track stop, you risk breaking the hook on the soft close mechanism.

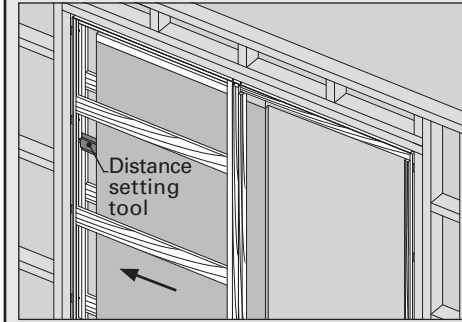
If you use the activator setting block correctly this will be avoided.

SofStop® Twin ONLY

14. 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.

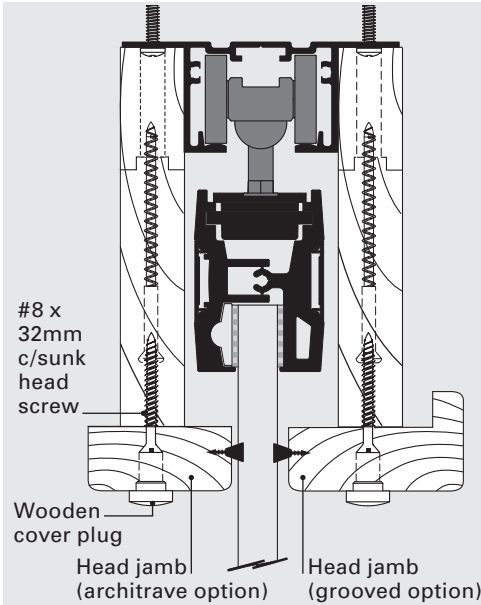


b) Position the distance setting tool inside the back stud and gently open the door onto it. The activator will slide along the track into the correct position. The rear activator is now positioned. Securely tighten all four grub screws.

15. Fit the head jambs.

Before fitting head jambs, adjust the door for plumb and for the desired clearance under the door (**Step 12**).

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.

16. Fixing the wall linings.

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

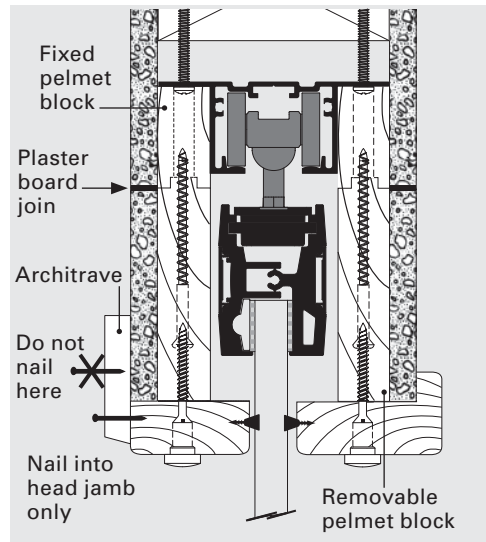
16. Wherever possible, linings should only be glued on. Use short plasterboard fixing screws to hold linings in place until glue is dry.

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 joint over the pelmet where the removable pelmet meets the smaller fixed pelmet.

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



17. 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.

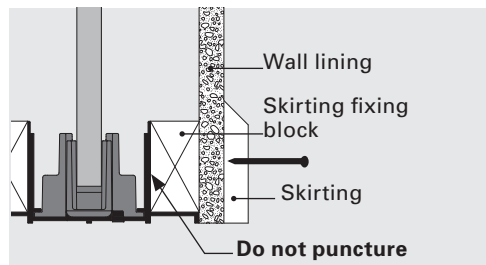
Note (To ensure head jambs are removable): Nail the horizontal architraves to the head jambs but **do not** nail them to the timber pelmet blocks above the head jamb.

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.

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

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



19. Insert the track notch cover if required.

20. If you need to remove door:

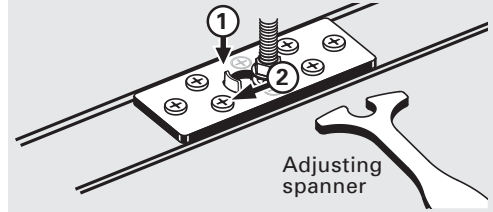
Slide the U-guide out from the carrier before removing the door.

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.



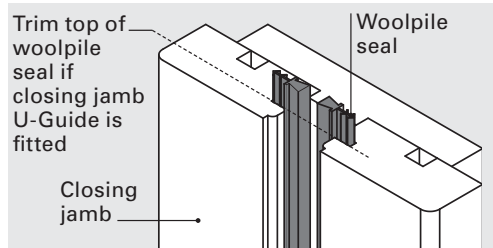
The whole carriage (including the hanger pin) will now disengage from the mounting plate.

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.

21. Fit the woolpile seals.

Fit the seals for the head jambs and closing jamb after the jambs have been painted. This will ensure paint does not damage the seals.

If using a closing jamb guide you will need to trim the top of the seal to fit.



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