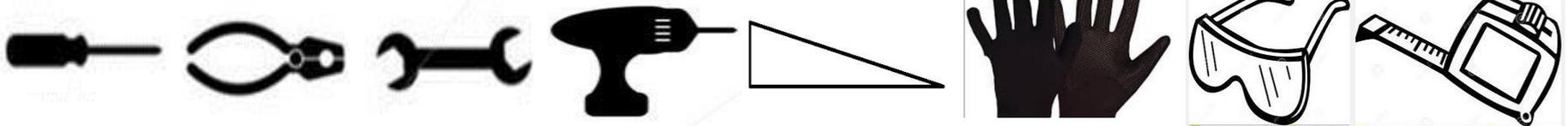


Fort Doors Un Framed Tracked

Fitting Instructions V2.1

- Before you start !!
- **Measure**
- Check measure the Timber frame opening is the advertised size of the door , for instance if you have purchased a 7' x 7' door then the internal frame opening should be 7'x7' as the door is delivered slightly smaller to give opening tolerances , also check the frame is square . Check the space required inside the garage that the door will not be impeded by anything in the garage .
- **Frame Requirement**
- This door is ready to install to your timber frame (not supplied) , this must be a minimum 60mm square (ideal size 70mm square). It must also be sound and free from any rot , splits or damage .
- **Warning !** garage doors are under extreme pressure from the spring system and a poor frame condition could lead to serious injury if the frame breaks or fails in any way .
- **Tools Required**



•Pack Contents

- 1 x Fitting pack containing –
- 8 x M8 Coach screws hex head
- 8 x M6 Coach screws hex head
- 8 m6 washers , 8 m8 washers
- 3 Keys
- 1 Door
- 1 Handle Pack
- 2 Bottom anchors
- 2 Bottom spring hooks
- 2 Top spring hooks
- 16 Wood screws
- 2 x side seals black
- 4/ 6 springs
- 2 x top tracks
- 2 x black end stops
- 2 x hanging straps .

Handy info !

This door is CE marked and comes with a Europe wide 2 year warranty , limitations apply visit www.fortdoors.co.uk and view full terms .

Caution ! Garage doors are heavy and this item must be installed by 2 persons .

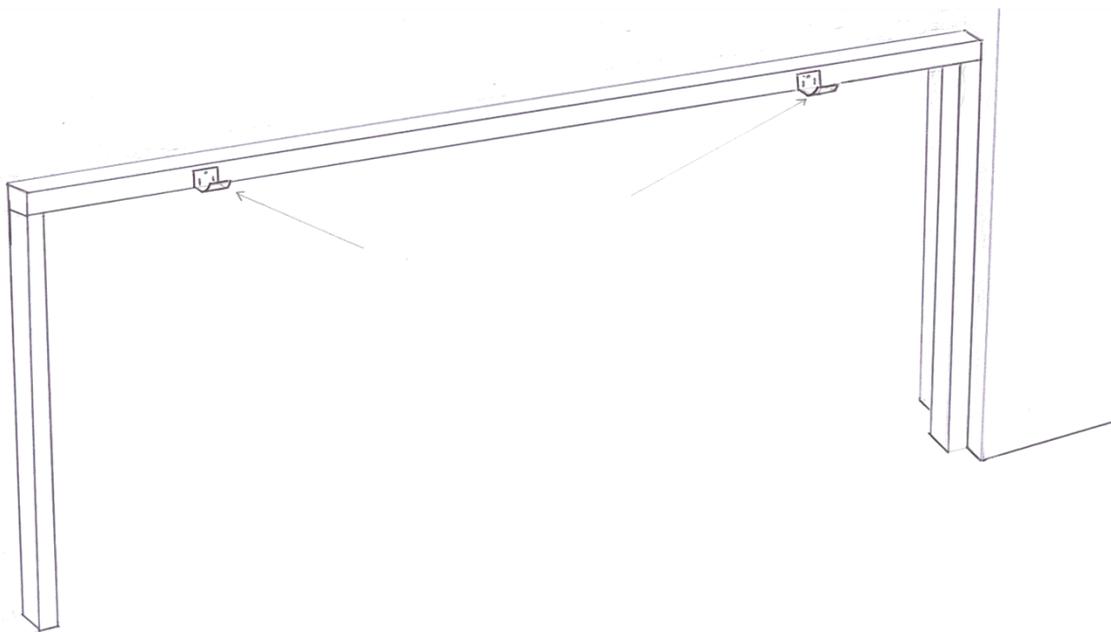
Do Not allow children to assist in the installation, adjustment or operation of this door . Garage doors can inflict severe injury if not used correctly .

Always ensure this door is correctly adjusted and serviced as failure to do so may invalidate the warranty .

Wear adequate protection when installing .

Warning - Until all parts of the installation are finished there's a possibility of being **locked out** , always ensure someone is inside until you have checked the operation of the locking and adjusted as required.

Remove the side tracks by cutting the cable ties note the correct arrangement of the bottom wheel as this is vital later . Measure the door panel and the precise location of the top latch assembly , now fit two spring holders as shown using 3 x 30mm wood screws . (alternatively place door in opening and mark where latches are to be fitted).



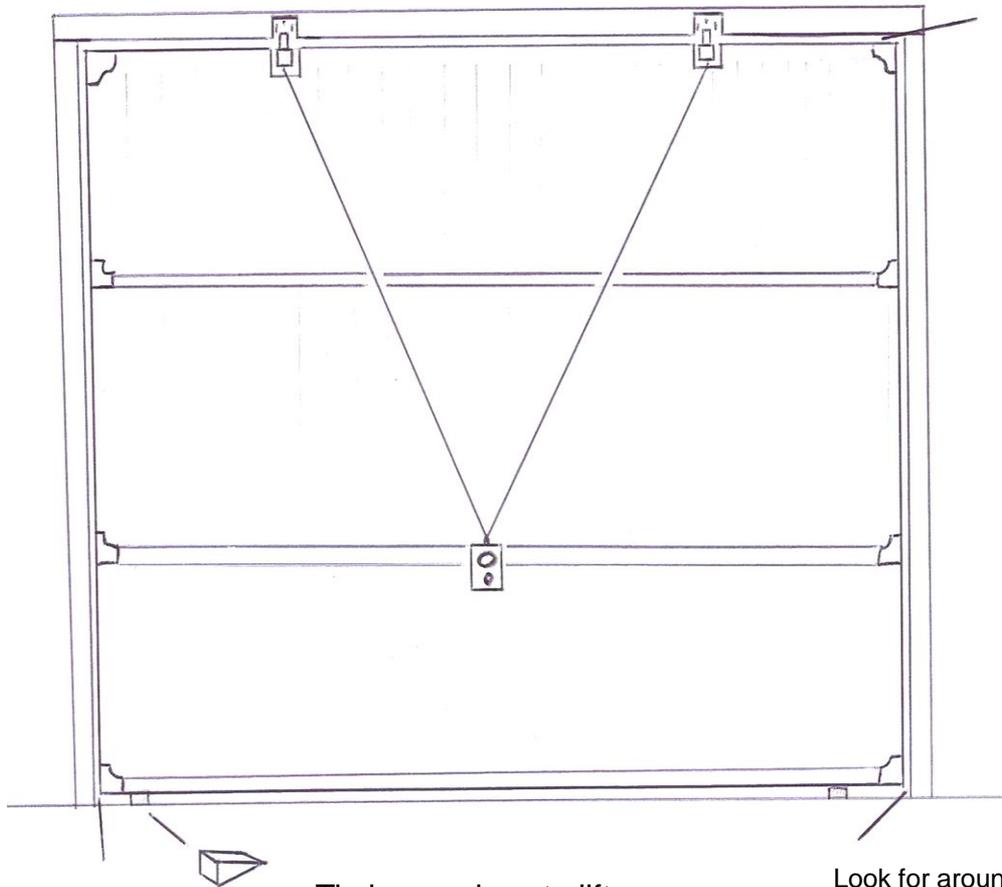
Tip !

Check the timber is sound , you are about to screw a highly tensioned spring to the cross bar , ask yourself is it strong enough ? Any signs of rot then change it , if its loose fix it so its solid .

If you purchased 4 point locking fix the top locking points as shown ,its best to offer the door to the hole , level the panel and mark where the keeps are attached .

Installation

Offer the door up to the opening (two persons required) and wedge in to , use a spirit level to ensure the overall satisfactory look of the installation and in particular the level of the frame head is correct .



Timber wedges to lift door into correct position

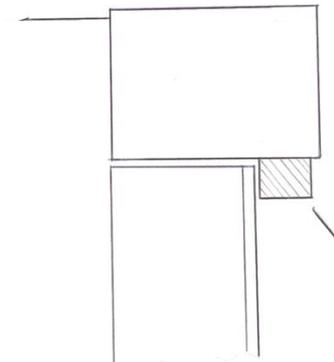
Look for around 8-10mm per gap all around

Tip !

Its good to have someone outside for levelling the door , concentrate on the sides as this is the most obvious part if the installation is out of alignment . Ensure that when you stand back the door looks evenly spaced in the hole .

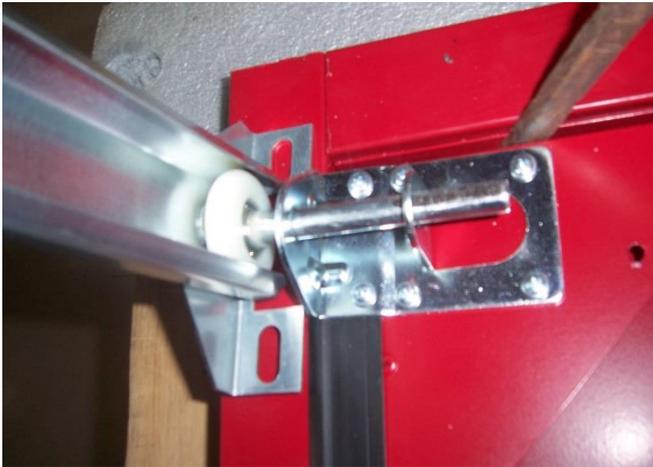
Try not to rush this part as its not easy to put right after you have fixed the screws in place.

You will need a slamming strip at the front after installation , we recommend you tack on a 1" square piece of timber (not supplied) butted up to the front of the door , this will stop potential attack to the locking points at the top from outside see picture below .



1" square slam strip nailed on the frame the full length of the door at the top with a 2mm gap to the face of the door .if its too tight the door locks wont engage.

Now fix the tracks either side and fix to the back of the frame over the running wheel using 2 x 10 mm coach screws .Ensure the tracks are fitted within 5mm of the outer edge of the frame any closer to the door they will foul the pivot blocks as the door opens .



Now fix the tracks either side and fix to the back of the frame over the running wheel using 2 x M8 mm self tapping coach screws .Ensure the tracks are fitted within 5mm of the outer edge of the frame any closer to the door they will foul the pivot blocks as the door opens .

Slide the suspension straps over the end of the track end and re fix the plastic stop (as shown)



Suspend the tracks from the roof joists , the suspension straps can be cut if required . When fitted you should have a gentle slope from the door end into the garage .(down hill no more than around 20mm)

Measure diagonally across the top of the tracks (from the right hand leg to the back of the left hand track , then from the left hand leg to the back of the right hand track) the measurements should be the same , if not move the tracks until the tracks have the same diagonal measurement .

- The black weather seals are the template for installation, they have pre drilled holes for the lifting gear , the seal has a lip that must be flush with the edge of the frame to ensure the rest of the gear works correctly ,

The top weather seal and pivot point will already be fitted to the door panel , now fit the bottom pivot point as shown using 2 x M6 coach screws ,this is designed for a 50mm frame , if you are using a thicker frame you need to adjust the fixing point you should have a 3mm gap between the two pivot points , now butt the black weather seal up to the underside of the lower pivot point and using the wood screws provided fix to the frame

The side lifting arms are screwed to the door chassis at the **top** when delivered do not unscrew the lifting arm at the bottom , unscrew the arm at the top and move it over to line up with the pre drilled hole in the weather seal,using 2 x m10mm these are the larger coach screws bolt this into place as shown below .

The picture below shows the layout of the bottom spring anchor assembly , the hook will be under extreme pressure and so its very important that the timber is solid with no rot .

Using 1 x M10 coach bolt and 3 m6 coach bolts as shown , now fix the strike plate for the lock using the wood screws as shown .



Open the door and fit the spring lower and upper anchor points , as shown -

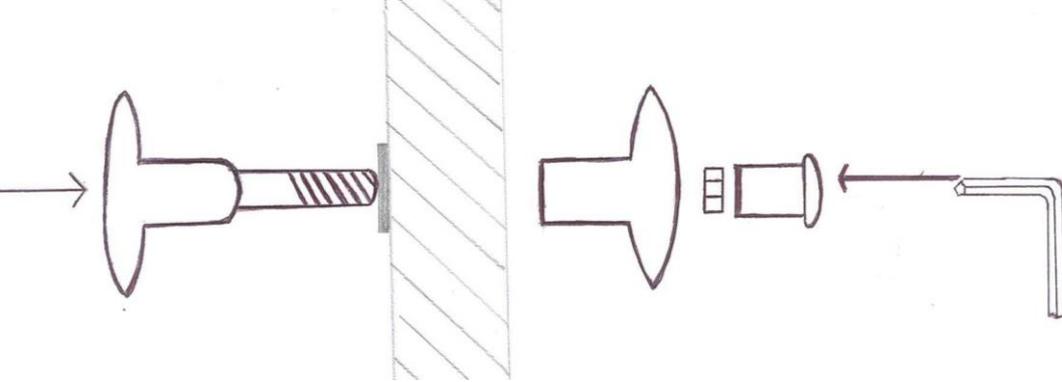


stretch the springs to hook over the upper anchor point and test the door movement , it should open and close smoothly without being too heavy or fall uncontrollably , if it does then move the upper suspension point higher to stretch the spring further , bend over the lug on the top spring anchor point to ensure it cannot fall out (use pliers etc to close the lug down). Try the door movement and adjust as required .



Tip,

The top anchor point has 5 slots , this helps with balancing the door , up for more tension down for less, its very important to get the balance point around waist height without the door moving open or closed under its own steam, it should just hold in this position .



Fit the outer handle to the outside of the door , fit the inner lock and the moulded fixing using an allen key and tighten (**Caution !!** only tighten enough to remove play from handle , over tightening can damage the outer panel)

Open the door fully and oil the side runners and the wheels / cables and top latches . If 4 point locking purchased see separate sheet and fit now .

Caution !! Check the locking works correctly from the **inside** by closing the door and opening again , do not do this from the outside as if adjustment is required you may not be able to open the door again .Although adjusted in the factory the cables can be disturbed during transport and it is the responsibility of the installer to correct the cables as required .Now oil the tracks / lock and latches and all moving parts – do not grease any part .

Adjustment – if the door is opening too slowly or too quickly increase the tension on the spring .Call 0121 749 7977 for advice .This element should only be performed by competent persons .

Finish the door frame with trim as required .

Locking cables and lifting cables are subject to wear and tear and should be examined regularly , tangling of cables through poor maintenance / adjustment does not constitute as a manufacturing defect.

In a separate sheet you will find “spring tension adjustment instructions “ use these if the door falls under its own weight , the holes in the tracks either side are a safety device , only expect them to engage if you have a cable failure , they are designed to stop the door falling on your head !

Dismantling , replace the crook pin removed on page 5 , unwind all spring tension using bars , remove screws in reverse order and remove door .

