

Fort Doors Un Framed Canopy Fitting Instructions V4.0

" Before you start !!

" **Measure**

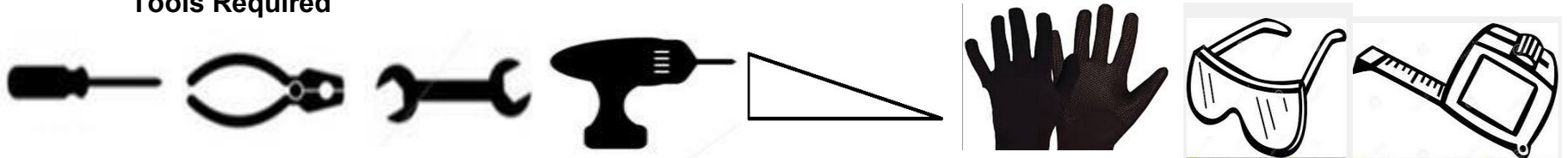
" Check measure the Timber frame opening is the advertised size of the door , for instance if you have purchased a 7x7 door then the internal frame opening should be 7x7 as the door is delivered slightly smaller to give opening tolerances , also check the frame is square . Check the space required inside 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 .
- " 16 x 30mm wood screws Phillips head
- " 4 x M8 Flat washers
- " 4 x M8 Coach screws hex head
- " 3 Keys
- " 1 Door
- " 1 Handle Pack

" **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 .

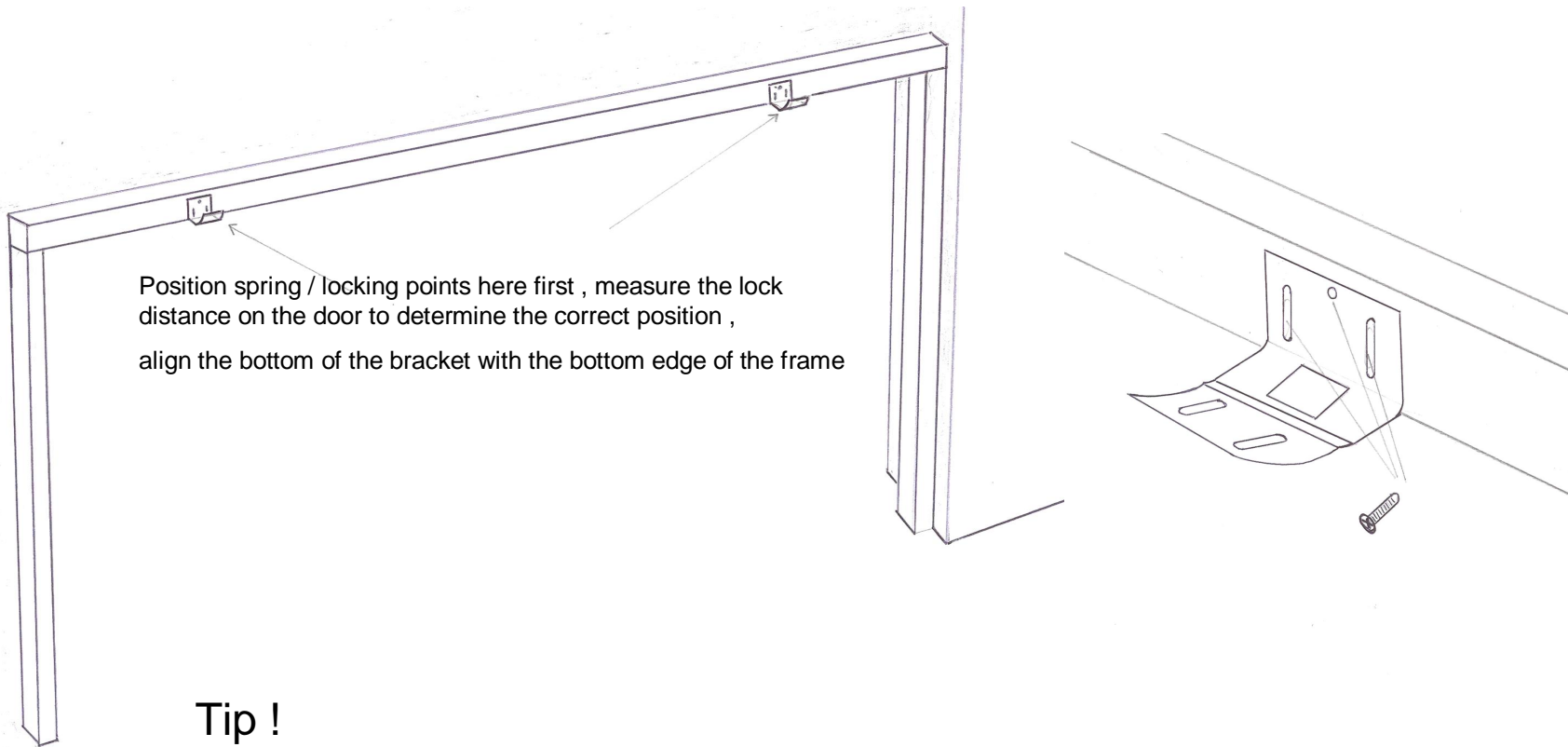
Do Not allow children to assist in the installation, adjustment or operation of this door . Garage doors can inflict severe injury if not used correctly .

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 is 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).



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 .

Installation

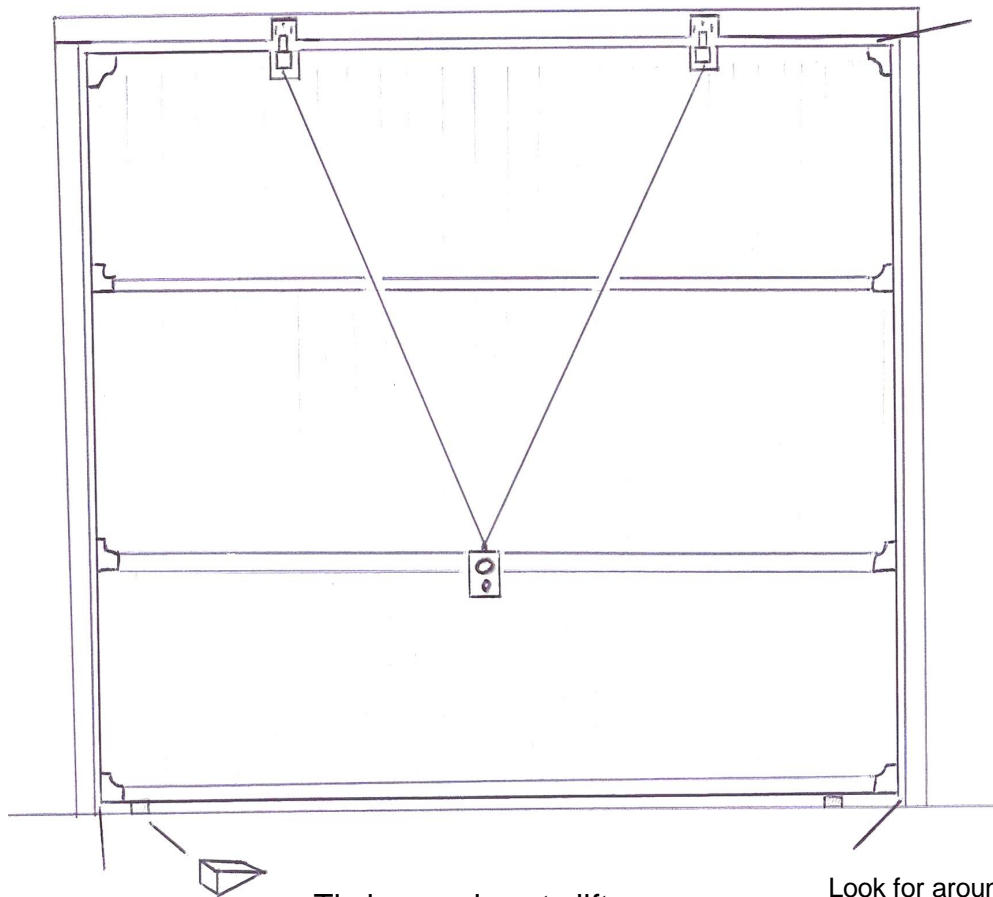
Offer the door up to the opening (two persons required) and wedge in to place ,hook the spring over the spring holders and wedge the door in position , remove the spring transit bracket that is located at the top of the door and stops the spring falling in transit , undo the phillips head screws, use a spirit level to ensure the overall satisfactory look of the installation and in particular the level of the frame head is correct .

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 .

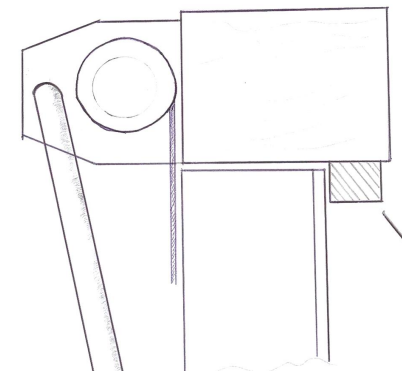
Try not to rush this part as its not easy to put right after you have fixed the screws in place.

You will need a slamming strip at the front after installation , we recommend you tack on a 1 ϕ 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 .



Timber wedges to lift door into correct position

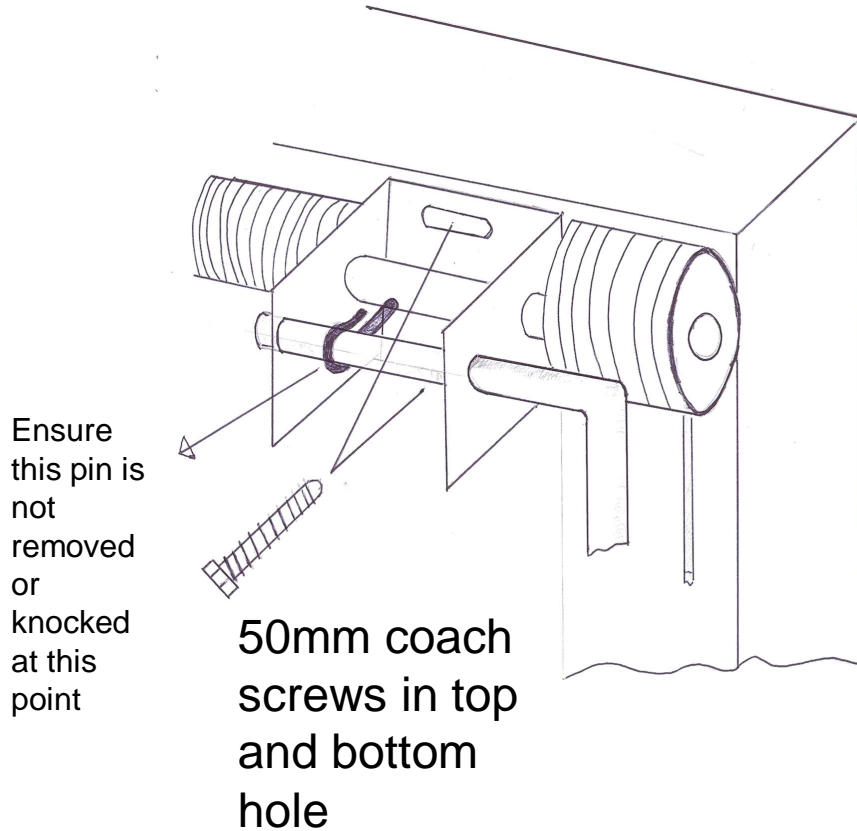
Look for around 8-10mm per gap all around



1 ϕ 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 check the following . the red and white drum at the end of the spring system do not foul the brickwork either side . The cables run from the back of the cones against the frame to the wheel assembly

When satisfied with the door position move the spring left or right so that the side arms are level either side, ensure the black side seal (white steel on some doors) on the door can pass through the arms .The fixing bracket on the left is not fixed and you should ensure this is pushed tight against the white drum
Now using the 2 x 50mm coach screws fix the top spring assembly into place the bottom edge of the bracket should be in line with the bottom edge of the frame head .



Tip !

Ensure the bracket is Flat against the frame top and bottom , if its tilted when you tighten the coach screws the door will lift ! , once you tighten its almost impossible to get a good fixing a second time around . Check the cables are in the groove furthest from the door and run down the back of the frame Check the door will pass the arms either side at the top .

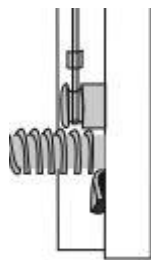
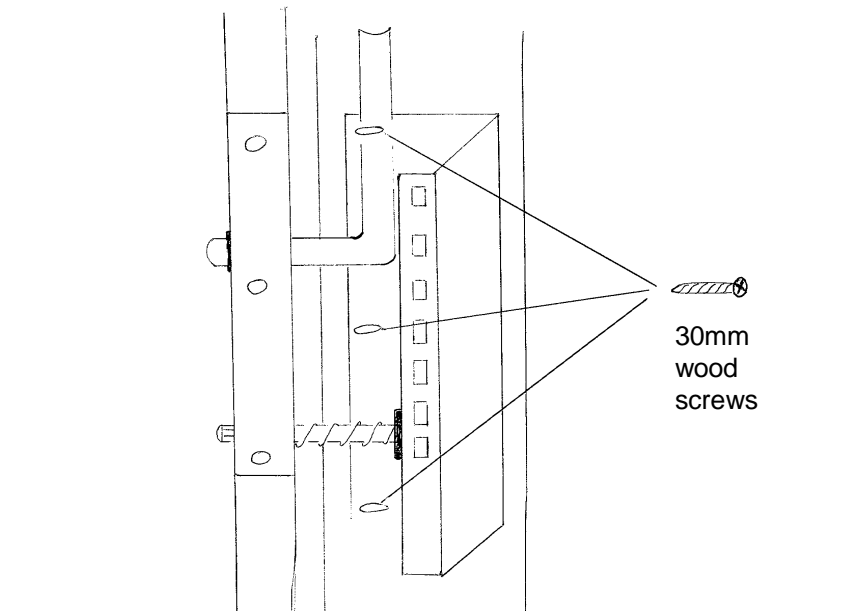
Slide the left and right side track over the wheel and anti drop device as shown. The bottom edge of the track should be around 35mm below the bottom edge of the wheel .Fix the track in place using 3x30mm wood screws per side.

Tip!.

Ensure the side track is level as failure to do so will bind the door movement making the unit very stiff. The square holes in the track are at the top. The holes are designed as a safety feature and the wheel assembly will not engage the holes unless there's a cable failure .

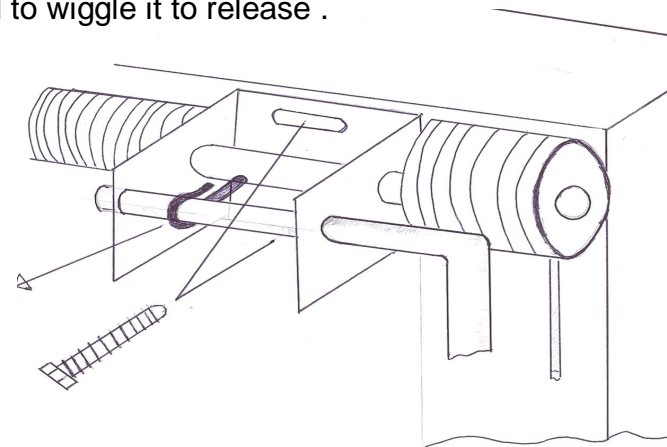
Pull the transit pin .

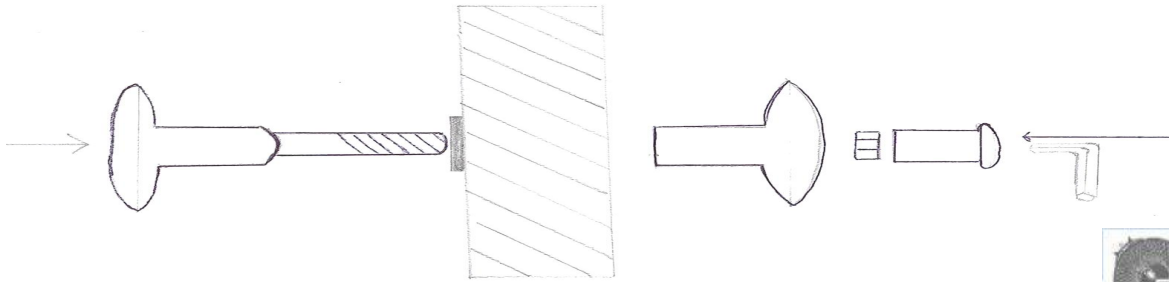
Using a pair of pliers pull out the pin you avoided on page 4 of the instructions .The pin holds the tension during transit .The pin loads the tension onto the cables and allows the door to operate .It will be stiff so you may need to wiggle it to release .



Close up of bottom assembly

Now pull this pin !





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 .

Technical helpline 01217497977 Email sales@fortdoors.co.uk
www.fortdoors.co.uk

