



Thank you for selecting JELD-WEN products. Attached are JELD-WEN's recommended installation instructions for Multi-Slide doors. Read these instructions thoroughly before beginning. They are designed to work in most existing applications, however; existing conditions may require use of alternative methods to these instructions. If changes are needed, they are made at the installer's risk. For installations other than indicated in these instructions, contact a building professional.

To prevent potential damage to interior flooring surfaces, it is critical that the system be located in an area under a 10 foot minimum overhang to prevent weather from reaching the opening. The multi-slide door system is not designed to prevent, nor warranted against any weather or water infiltration.

IMPORTANT INFORMATION AND GLOSSARY

Not all exterior door types may be installed into every wall condition in all areas. Consult your local building code official (or Authority having jurisdiction) for applicable building codes and regulations. Local building code requirements supersede recommended installation instructions.

Please Note! Any door installation such that the sill is higher than 35 feet above ground level or into a wall condition not specifically addressed in these instructions must be designed by an architect or structural engineer. We recommend that all non pre-finished wood components be finished with an appropriate paint or stain prior to installation. See our Finishing document for details at www.jeld-wen.com. Failure to properly finish or install square, level and plumb and on a flat surface (without peak and valleys) could result in denial of warranty claims for operational or performance problems.

Note to Installer: Provide a copy of these instructions to the building owner. By installing this product, you acknowledge the terms and conditions of the limited warranty as part of the terms of the sale.

Considerations Before Installation:

- Rough opening dimensions (see section 2, INSPECT ROUGH OPENING)
- The finished floor must be a maximum of 1/8" below the top of the track to properly contact the weatherstrip. Consider the thickness of the finished floor when sizing the rough opening (excludes the 3/8" surface mounted track, which is mounted on top of the finished floor).
- If using the weather resistant track (1-1/4"), make sure the floor is designed to allow drainage tubes to properly drain into a location outside of the building.
- If installing a Pocketing unit, we assume pocket construction is to the interior and allows access into the pocket for installation of parts after panels.
- If planning on installing automation, increase the depth of the pocket by 8" per motor.

GLOSSARY

Astragal

The vertical trim attached to the edge of both of the meeting panels of a bi-parting door that bridges the gap between the panels when closed.

Buck

A wood framework attached to the masonry inside a window or a door rough opening.

Interlock

A weatherstrip component that runs vertically along the stiles of either horizontal sliding sashes or sliding patio door panels. When the window/door is closed, the interlocks engage, locking together, to provide resistance from air and/or water infiltration.

Pilot Hole

A drilled hole that is no larger than the body of the screw (minus the threads).

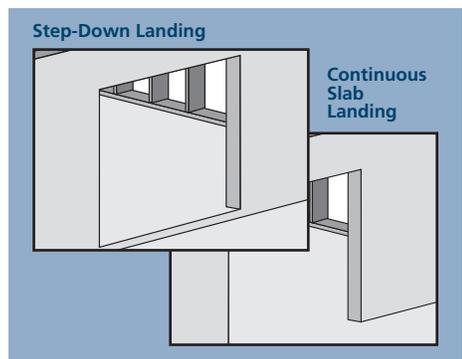
Rough Opening

The framed opening in a wall where a door is to be installed.

Please allow sufficient time to properly prepare the rough opening, install the door, and ensure its proper operation.

LANDINGS

These instructions cover two door sill conditions: the **step-down landing** and the **continuous slab landing**. The installation methods vary slightly between landing types.

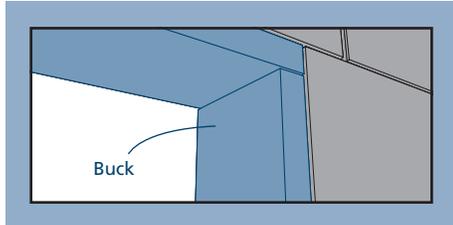


ROUGH OPENINGS

This installation guide specifically addresses masonry/block wall and stud-framed construction.

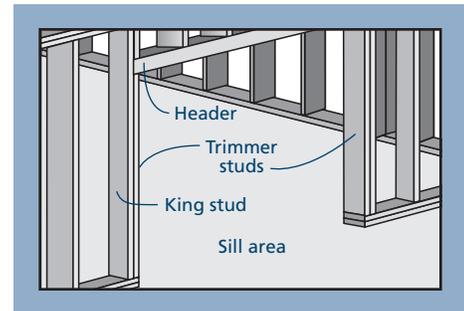
MASONRY/BLOCK WALL CONSTRUCTION

This installation assumes that a building professional has already fastened and sealed a framework of studs (often called a buck) to the concrete/masonry wall.



STUD-FRAMED WALL CONSTRUCTION

The wall framing consists of vertical studs supporting a properly engineered header. The door will be mounted inside of the rough opening.



SAFETY AND HANDLING

SAFETY

- Read and fully understand ALL manufacturers' instructions before beginning. Failure to follow proper installation and finishing instructions may result in the denial of warranty claims for operational or performance problems.
- Do not work alone. Two or more people are required. Use safe lifting techniques.
- Use caution when handling glass. Broken or cracked glass can cause serious injury.
- Wear protective gear (e.g. safety glasses, gloves, ear protection, etc.).
- Operate hand/power tools safely and follow manufacturers' operating instructions.
- Use caution when working at elevated heights.
- If disturbing existing paint, take proper precautions if lead paint is suspected (commonly used before 1979). Your regional EPA (www.epa.gov/lead) or Consumer Product Safety Commission offices provide information regarding regulations and lead protection.

- **WARNING:** Drilling, sawing, sanding or machining wood products generates wood dust, a substance known to the State of California to cause cancer. Use a respirator or other safeguards to avoid inhaling wood dust.

MATERIALS AND DOOR HANDLING

- Heed material manufacturers' handling and application instructions.
- Protect adhesive surfaces from dirt, moisture, direct sunlight and folding over onto themselves.
- Handle in vertical position; do not drag on floor.
- Store door in dry, well-ventilated area in vertical, leaning position to allow air circulation; do not stack horizontally.
- Protect from exposure to direct sunlight during storage.
- Install only into vertical walls and when conditions are dry.

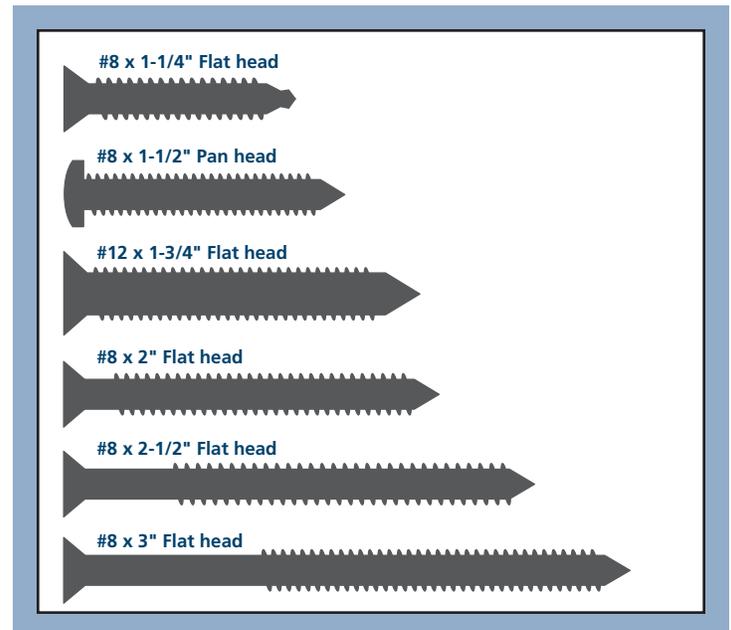
IF INJURY OCCURS, IMMEDIATELY SEEK MEDICAL ATTENTION!

MATERIALS AND TOOLS

PROVIDED MATERIALS

Note! Specific parts shown are dependent upon product configuration and every part will not apply to all configurations.

- #8 x 1-1/4" Flat head self-tapping screws for the head stop (for stacking systems only)
- #8 x 1-1/2" Pan head screws for the post interlock (pocketing systems only) installation
- #12 x 1-3/4" Flat head screws for the floor track installation
- #8 x 2" Flat head screws for pocket closer (pocketing systems only) installation
- #8 x 2-1/2" Flat head screws for head track installation
- #8 x 3" Flat head screws for strike installation on the jamb for stacking systems (excluding bi-parting systems)
- #8 x 3" Flat head screws for side jamb installation (excludes pocketing systems)



MATERIALS AND TOOLS - CONTINUED

PROVIDED PARTS

ATTACHED HARDWARE

- Handle package
- Finger pull
- Astragal and strike plate (bi-parting systems only)

SHIPPED LOOSE

Main Frame

- Head tracks
- Floor tracks
- Locking and/or stationary side jamb component based on configuration. Double pocketing systems will not have jams.

Hardware Bag

- Fixed panel head stop (stacking systems only)
- Roller adjustment screw caps
- Track spacing tool (2)
- 3/4" fuzzy weatherstripping (cut to fit at each interlock)
- Strike plate (for locking side jamb component found on stacking and single pocketing systems).

For Pocketing Systems Only:

- Post interlock (one for each pocket)
- Pocket closure (one for each pocket)
- Door stop bumper (one for each pocket) with a #8 x 3" screw (excluding automated systems).

Items Not Shown:

- Door panel(s)

NEEDED MATERIALS

Note! Follow all material manufacturers' instructions for proper use and compatibility. When using flashing, spray adhesive/primer, sealant and foam products, we recommend using the same manufacturer and verifying compatibility. It is the End User's responsibility to determine if dissimilar materials are compatible to the substrates in the application.

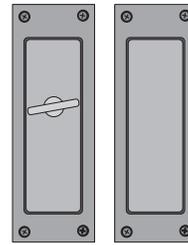
- #8 x 1" screws (3) for securing each stationary panel.
- Non-compressible and non-water degradable shims.
- Sealant: We recommend OSI® QUAD® Max Sealant or equivalent. This can be used in any application and can be painted or ordered in a color matched product, if desired.
- Materials for waterproofing the sill: For self-adhered flashing, we recommend OSI® Butyl Flash Tape or equivalent OR liquid applied flashing (Protecto Wrap LWM 200 or equivalent) OR jobsite fabricated sill pan.
- Polyurethane low expansion Window and Door foam: We recommend OSI® QUAD® Foam or equivalent.

NEEDED TOOLS

- | | |
|--|--|
| • Tape measure | • Plumb bob |
| • Utility knife | • Chalk line |
| • Level (6' recommended) | • Square |
| • Caulking gun | • Step ladder (2) |
| • Drill with bits | • #2 Phillips head bit |
| • Screwdrivers | • #2 Square drive bit |
| • Hammer drill and masonry bits for masonry applications | • Scissors/construction shears |
| • Impact driver | • Countersink for #8 screw (stacking systems only) |

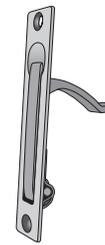
HARDWARE ATTACHED TO PANELS

Handle Package



Interior Exterior

Finger Pull



FOR BI-PARTING SYSTEMS

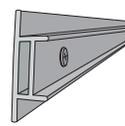
Astragal (active, attached)



Astragal and Strike Plate



Astragal (inactive, attached)

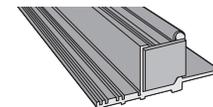


SHIPPED LOOSE

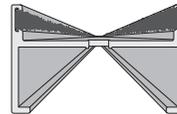
Head Tracks



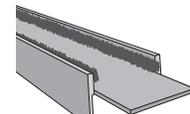
Floor Tracks (one example)



Locking and/or Stationary Jamb Components

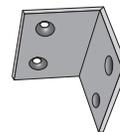


Bottom (sill interface)

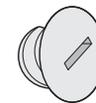


Top (head interface)

Head Stop



Roller Adjustment Screw Cap



Track Spacing Tool (2)



Weatherstripping



Strike Plate



Interlock Weatherstripping

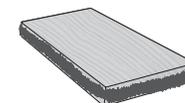


FOR POCKETING SYSTEMS ONLY

Post Interlock (loose)



Wood Pocket Closure (loose)



Door Stop Bumper (loose)



1 REMOVE PACKAGING AND INSPECT DOOR

REMOVE PACKAGING

Remove shipping materials such as corner covers, shipping blocks or pads.

INSPECT DOOR

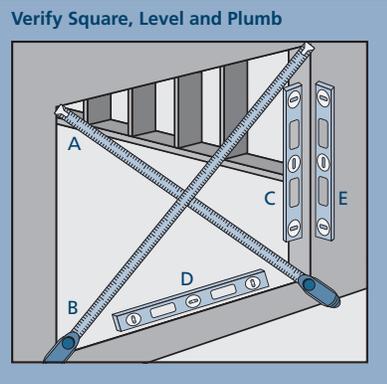
- Cosmetic damage

- Damage to loose aluminum components
- Correct product (size, color, grid pattern, handing, glazing, etc.)

If any of the above conditions represent a concern, or if you expect environmental conditions to exceed the door's design, do not install the door. Contact your dealer or distributor for recommendations.

2 INSPECT ROUGH OPENING

Configurations with a pocket will not have any side jambs for the pocket end(s). Configurations that stack against a wall will have a jamb component for each jamb. In all cases, the rough opening will act as the product frame and should be as square, level and plumb as possible. This will ensure the best possible product performance.



GENERAL CONDITIONS

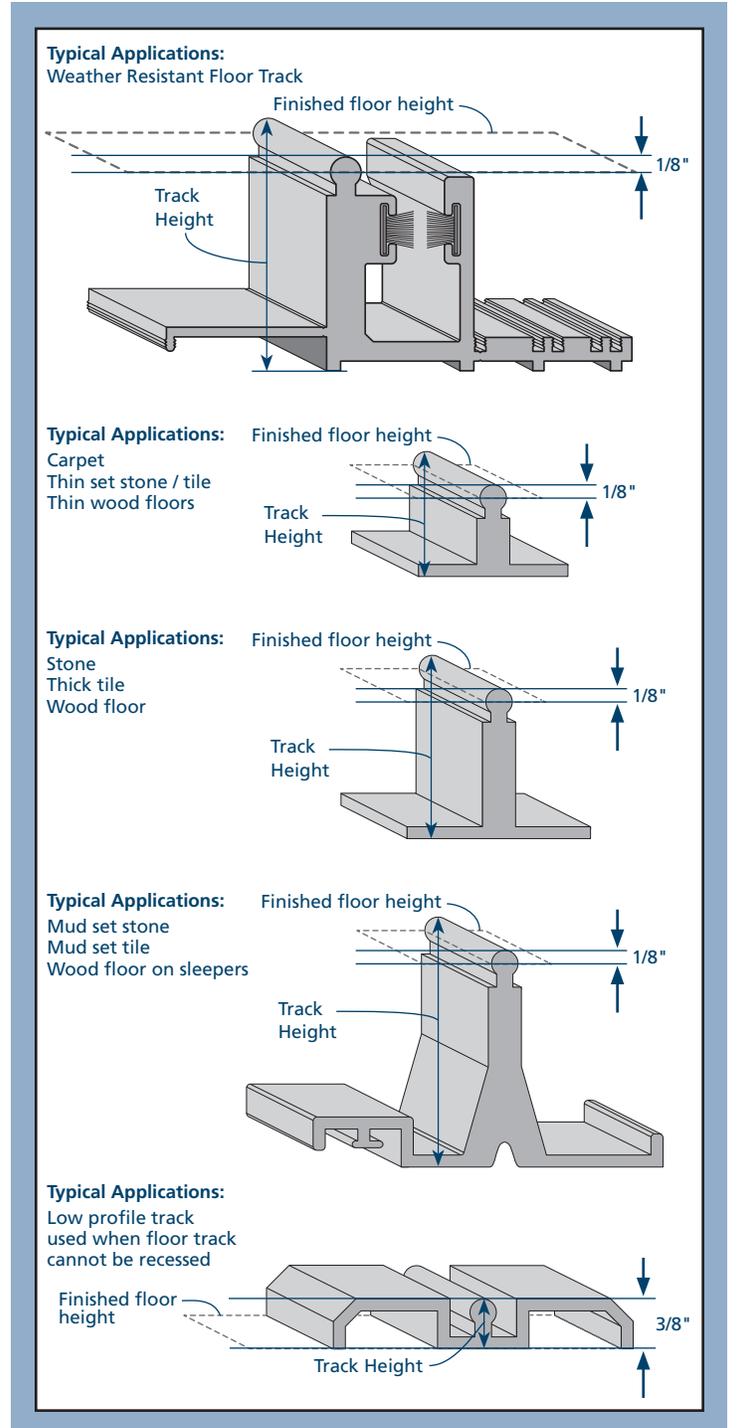
- Construct the rough opening to be 1" wider and 5/8" taller than door frame dimensions (for all systems). This allows shim space of 1/2" per side and 5/8" above head track.
- The header should be properly supported and designed to ensure that no load is transferred to the door unit (1/8" max deflection allowed in head track).
- The width (interior to exterior) of the header must be at a minimum, wide enough to support the width of each individual head track (each track is 2-3/8" wide).
- Rough opening sill should be flat and level and should not be crowned or sagged (D), but rather level or slightly sloped (positive slope) to the exterior. Correct any deviations prior to installation.
- The sides of the rough opening should be plumb (C) and the diagonal square measurements (A and B) varying +/- 1/4".
- The exterior face of the rough opening should be in a single plane (E) with less than 1/8" twist from corner to corner.
- Check pocket walls and header for any nails or staples that may interfere with the installation of the frame components or operation of the panels. Leave the interior pocket framed, but not finished.

Understanding the Floor Track to Finish Floor Transition

The finished floor height **must not be more than 1/8"** below the top of the stainless steel cap on the top of the track for proper contact with the weatherstrip.

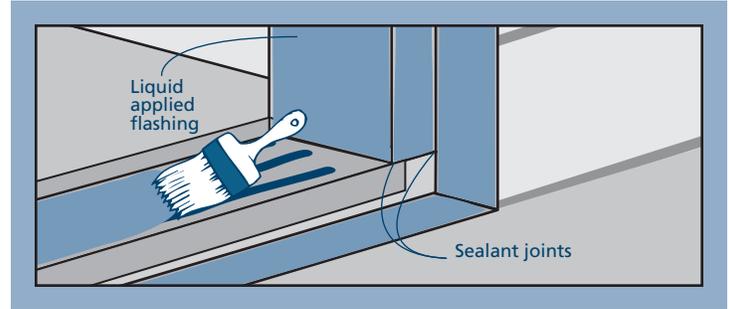
FOR RETROFIT INSTALLATIONS

Verify the rough opening framing is undamaged, structurally sound and water tight. Contact your local waste management entities for proper disposal or recycling of products being removed.



3 PREPARE ROUGH OPENING

Apply self-adhered flashing or liquid applied membrane to sill area (refer to Manufacturer's guidelines for application of the material). If a vapor and/or air barrier is to be installed refer to the Manufacturer's instructions for proper application.

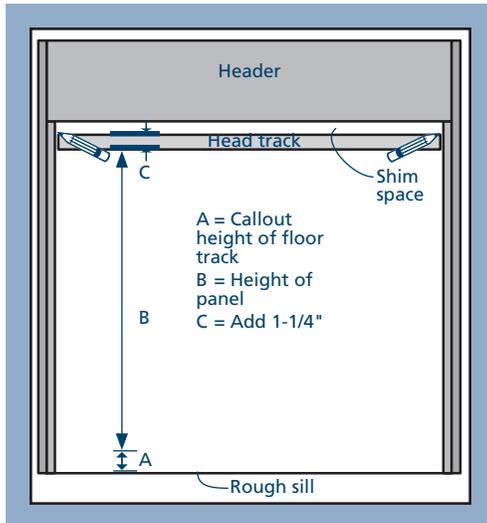


4 INSTALL HEAD TRACK

INSTALLATION OF HEAD TRACKS

Height of Head Track within Opening

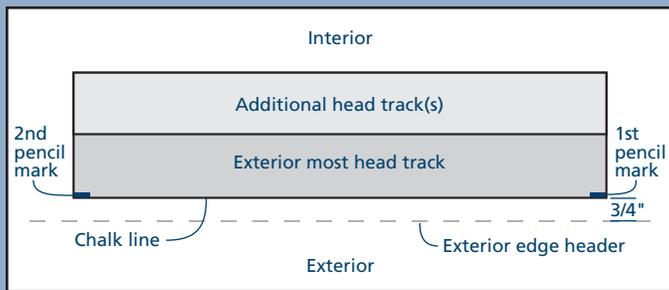
- Add the callout height of the chosen floor track + panel height + 1-1/4".
- Take this measurement and make a mark on each side of the rough opening (ensure to measure from the subfloor/slab the floor track will secure to, not the finish floor height.)
- This will indicate where the top of the head track is to be positioned vertically within the opening.



Exterior-Interior Positioning of the Door Frame within the Opening

NOTE! These instructions orientate the frame from the exterior of the header (both "Stacking" and "Pocketing" units) and do not take into consideration interior trim or exterior facade details.

Typical Stacking System Detail



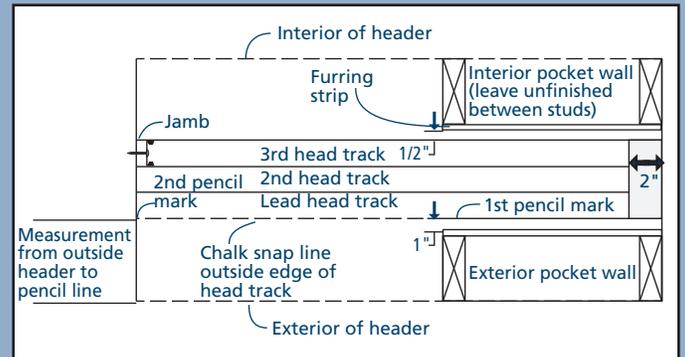
Stacking

1. At one corner, measure in 3/4" from the exterior edge of header and make a mark.
2. Go to the opposite end of the header and generate the same mark.
3. Using a chalk line, snap a line between the two marks.

Stacking - continued

4. Position the exterior edge of the head track along the chalk line. Center the track between the sides of the rough opening.
5. Secure the track through each pre-drilled hole with #8 x 2-1/2" screws. Shim as needed to ensure track is level within opening.
6. Abut and secure the remaining head track members to the interior of the initial track. Shim as necessary for level and even reveal.

Typical Pocketing System Detail



Pocketing

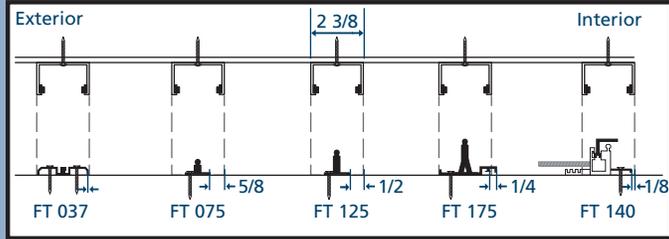
1. Measure 1" out from the exterior pocket wall and make a pencil mark.
2. If there is a pocket on the opposite end, repeat previous step. If there is not a pocket on the opposite end, measure from the outside of the header to the pencil mark made in step one. Take this measurement and repeat for the opposite end and make a mark.
3. Using a chalk line, snap a line between the two marks.
4. Measure 2" from the back pocket wall and draw a line across the pocket.
5. Align lead head track with two sets of marks and secure the track through each pre-drilled hole with #8 x 2-1/2" screws. Shim as needed to ensure the track is level within the opening.
6. Abut and secure the remaining head track members to the interior of the initial track. Shim as necessary for level and even reveal.

5

INSTALL FLOOR TRACK

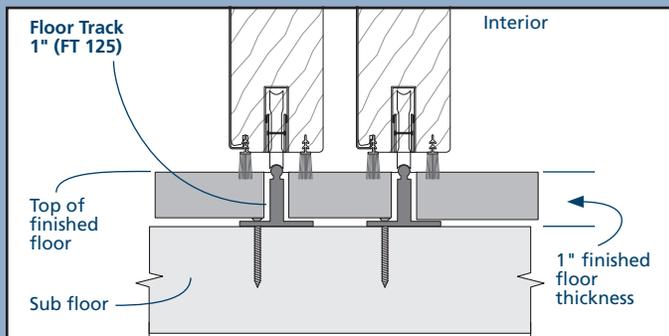
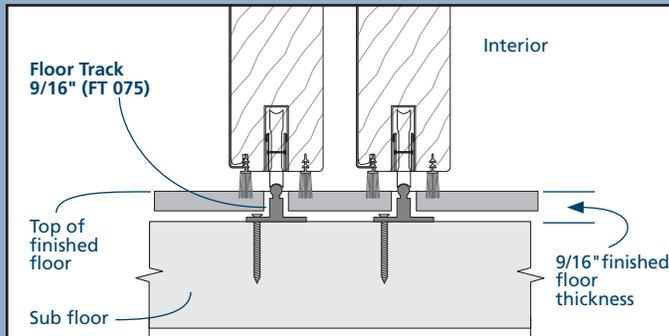
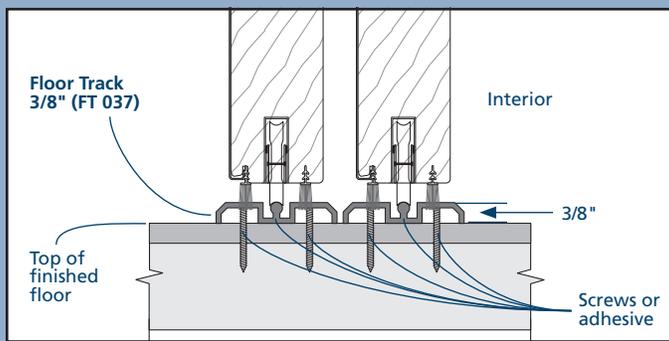
NOTE: Floor tracks may be staggered. If so, the longest track will be orientated to the interior and the shortest to the exterior.

Floor Track Alignment Table

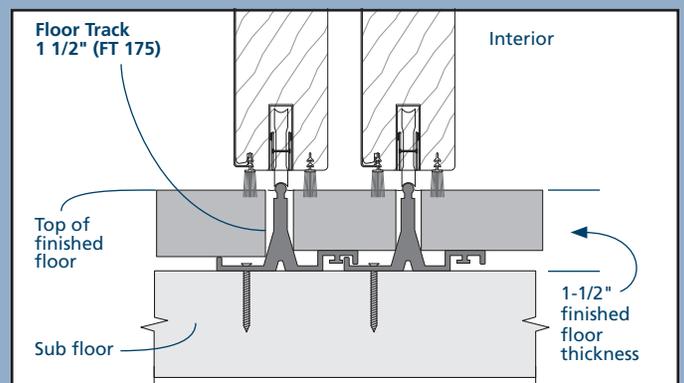
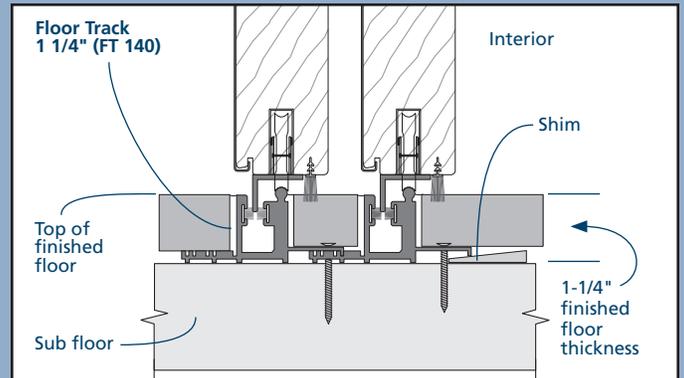
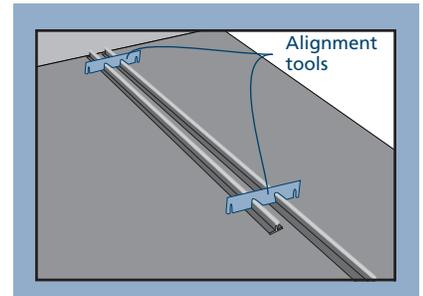


STACKING AND POCKETING SYSTEMS

1. Identify the type of Floor Track that came with the door system.
2. Review the Floor Track Alignment Table to see if there is an offset between the positions of the floor track in relation to the head track.
3. At either end of the *interior most head track*, hang a plumb line from the interior wall of the track to the subfloor/slab. Mark this location.



4. Move to the opposite end of the same track and repeat the above step.
5. If needed, measure out from the initial mark and make a "larger mark" identify the offset as defined in the Floor Track Alignment Table.
6. Using a chalk line, snap a control line between the two marks.
7. Position the first sill track (usually the longest) on the chalk line, with the ends aligned with the ends of the head track. The main body of the track should sit to the exterior of the chalk line. **Note!** Track lengths over 24' will come in multiple pieces. It is important that these sections are tight where they meet in the middle as opposed to aligned at the ends to ensure smooth roller operation.
8. If fastener holes are pre-drilled, apply sealant to all sill fastener holes. Drive a #12 x 1-3/4" screw through each pre-drilled hole to secure the track in place. If the tracks are not pre-drilled, drill and countersink a pilot hole 4" from the ends and then every 16". Apply sealant and fasten as stated above. Tracks FT 075 and FT 125 should have the holes alternated on each side of the track ridge. Alternately, the FT 037 track can be adhered into place with construction adhesive. Additionally, the FT 140 needs a shim at each fastener location on the interior most edge of the first track only.
9. Use the provided track spacing tools (except for the FT 037 which will abut with the adjacent track) for positioning the remaining floor tracks (2-3/8" apart at the track ridges).
10. If installing a weather resistant track, connect the drain tubes to an auxiliary drain if applicable.



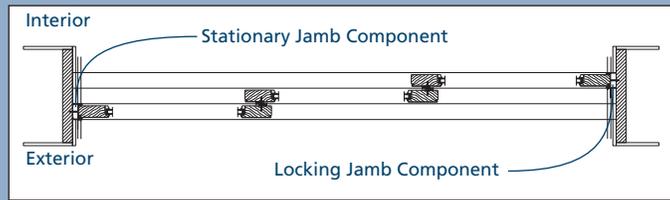
6 INSTALL JAMBS

JAMB TYPES BY CONFIGURATION

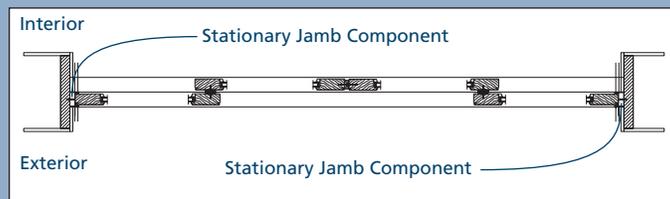
Depending upon the configuration of the door unit, the number of side jamb leg components can vary. See illustrations below.

- Stacking doors will have two total: **one locking and one stationary jamb leg component.**
- Stacking Bi-Parting will have two total: **two stationary jamb leg components.**
- Single Pocketing will have **one locking side jamb leg component.**
- Double Pocketing Bi-Parting: **NO side jamb leg components included in system.**

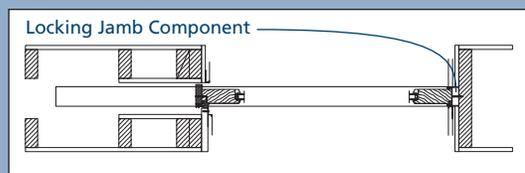
Stacking



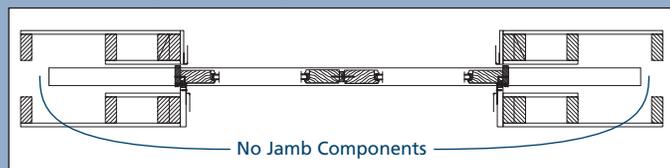
Stacking and Bi-Parting



Single Pocketing



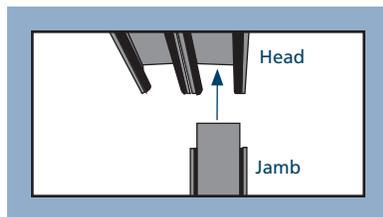
Double Pocketing and Bi-Parting



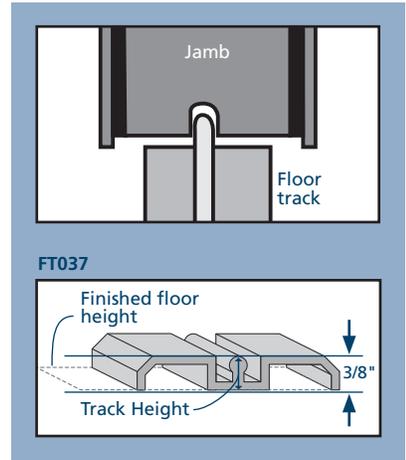
STACKING AND STACKING BI-PARTING UNITS

Stationary Jamb Component (will not have a rectangular notch cut out for locking hardware and is meant to receive the stationary/exterior most panel(s)).

1. Align the top of the side jamb component (end with the flange) beneath the exterior most head track so that the flange seats within the walls of the head track. The side jamb should not protrude past the end of the head track.

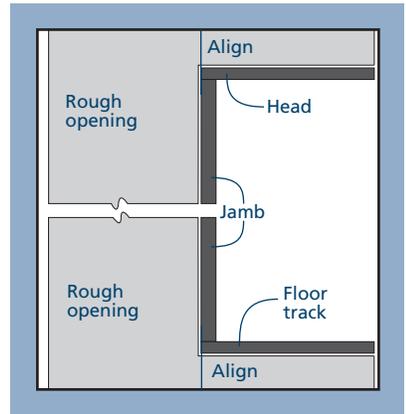


2. Center the bottom of the side jamb component (end with the cutout for the floor track) over the exterior most floor track. The side jamb should not protrude past the end of floor track. The jamb is not designed to make contact with floor track but rather sit atop finished flooring (except the FT 037 that sits inside the jamb legs). Some space is normal.
3. Shim side jamb component as needed to ensure the jamb is plumb. Secure with the provided #8 x 3" screws. Repeat for other side if applicable.



Locking Jamb Component (Excludes Bi-Parting): This jamb component will have a rectangular notch cut out to receive the active panel and locking hardware.

1. Align the top of the side jamb component beneath the interior most head track so that the flange seats within the walls of head track. The side jamb should not protrude past the end of the head track.
2. Center the bottom of the side jamb component (end with the cutout for the floor track) over the interior most floor track. The side jamb should not protrude past the end of floor track. The jamb is not designed to make contact with the floor track but rather sit atop the finished flooring (except the FT 037 that sits inside the jamb legs). Some space is normal.
3. Shim the side jamb as needed to ensure the jamb is plumb. Secure with the provided #8 x 3" screws.
4. Install finished floor if possible. If not possible, the panels may need to be removed later to allow access to the inner track spaces.



SINGLE POCKETING UNITS

Units with a single pocket will have a locking side jamb component. This jamb component will have a rectangular notch cut out and is meant to receive the active panel and locking hardware.

1. Align the top of the side jamb component beneath the interior most head track so that the flange seats within the walls of head track. The side jamb should not protrude past the end of head track.
2. Center the bottom of the side jamb component (end with the cutout for the floor track) over the interior most floor track. The side jamb should not protrude past the end of floor track. The jamb is not designed to make contact with the floor track but rather sit atop the finished flooring (except the FT 037 that sits inside the jamb legs). Some space is normal.
3. Shim the side jamb as needed to ensure the jamb is plumb. Secure with the provided #8 x 3" screws.
4. Install the finished floor if possible. If not possible, the panels may need to be removed later to allow access to the inner track spaces.

DOUBLE POCKETING UNITS (BI-PARTING)

Bi-Parting pocketing units (pockets on both sides of the opening) will not have any side jamb components. Continue to next section, PREPARE PANELS.

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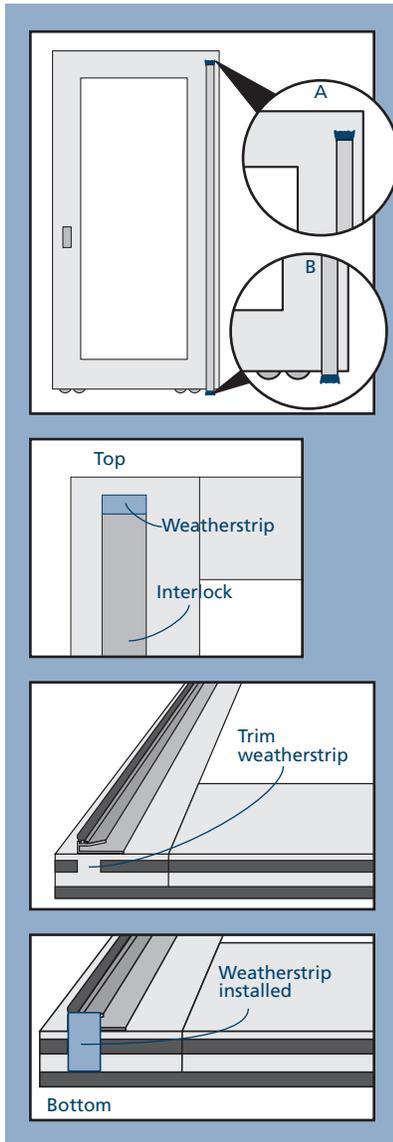
PREPARE PANELS

PREPARE AND STAGE PANELS

1. To avoid damage to rollers, clean all debris from all tracks.
2. When staging panels, do not drag the bottom as this may damage the rollers and weatherstrip.
3. If not already installed, apply interlock weatherstripping (with hard plastic T-backing) to all interlocks located along the edge of each panel. Weatherstripping is to be inserted at either end of the interlock, slid into the T-Slot and run the full length of the interlock. Sealant may be used as an adhesive to secure the ends of the weatherstripping.

ON WOOD/INTERIOR INTERLOCK SURFACES

1. If not already installed, cut two pieces of the fuzzy, adhesive backed weatherstripping $\frac{3}{4}$ " x $1\frac{3}{4}$ ". One is to be placed above the interlock (A) on the interior/wood face of the door panel. The other (B) is to be placed in-line with the interlock but on the bottom edge of the door.



2. Dry fit the top piece, remove the protective film from the adhesive, and install above the interlock as shown. Staple or tack to secure.

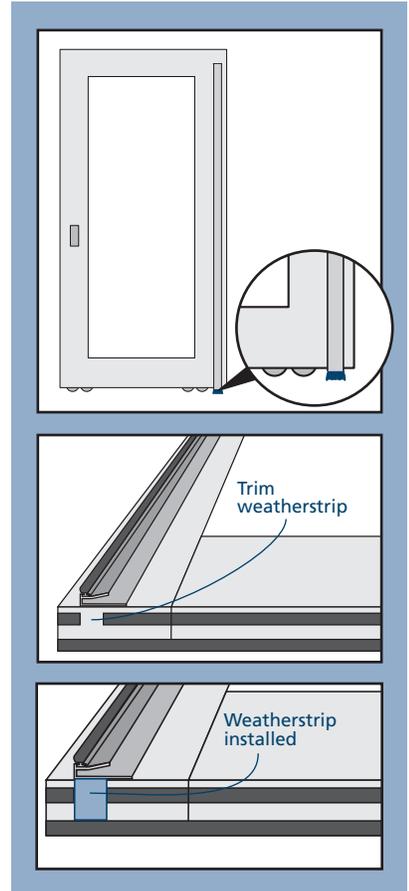
3. For the bottom piece, on the weatherstrip closest to the interlock, trim the weatherstrip $\frac{3}{4}$ " wide as shown.

4. Dry fit and remove the protective film from the adhesive. Press into place as shown and staple or tack to secure.

5. Repeat for all panels with wood/interior surfaces with an interlock.

ON CLAD/EXTERIOR INTERLOCK SURFACES

1. If not already installed, cut one piece of the fuzzy, adhesive backed weatherstripping $\frac{3}{4}$ " x $1\frac{3}{8}$ ". Place in-line with the interlock on the bottom edge of the door.



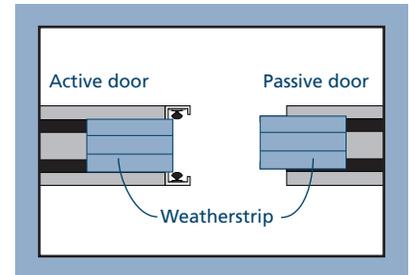
2. On the weatherstrip closest to the interlock, trim the weatherstrip $\frac{3}{4}$ " wide as shown.

3. Dry fit and trim if necessary so that the weatherstrip does not overlap the interlock. Remove the protective film from the adhesive. Press into place as shown and staple or tack to secure.

4. Repeat for all panels with clad/exterior surfaces with an interlock.

BI-PARTING SYSTEMS

1. Install two pieces of the fuzzy, adhesive backed weatherstripping cut to $\frac{3}{4}$ " x $1\frac{3}{4}$ ". Apply directly below the astragal component on both center doors.
2. Dry fit and remove the protective film from the adhesive. Press into place as shown and staple or tack to secure.

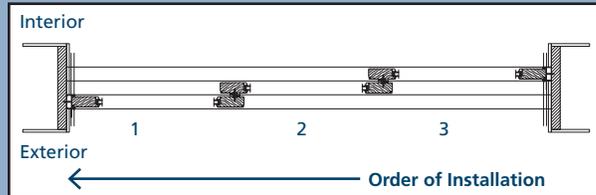


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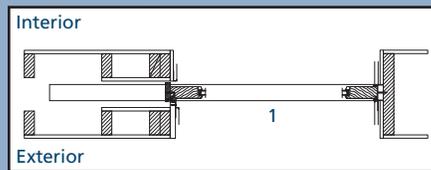
INSTALL PANELS

1. Each panel should be labeled with a number as viewed from the exterior, looking left to right. These numbers do not necessarily represent the order in which the panels are to be installed, but rather designate the assigned location of the panel within the door unit.
2. Study the overall configuration of the door. We have provided some examples below to demonstrate the concept (not all configurations are shown).

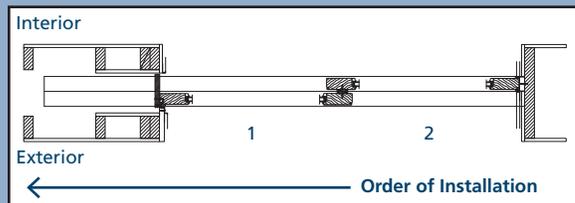
3 Panel Stacking (OXX)



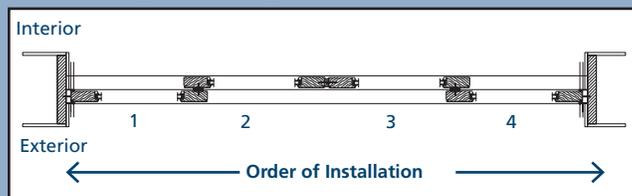
1 Panel Pocketing (PX)



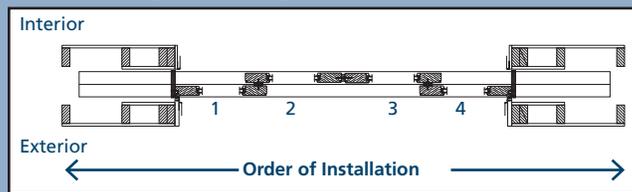
2 Panel Pocketing (PXX)



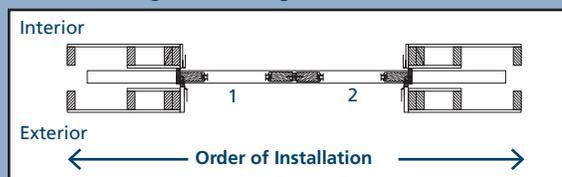
4 Panel Stacking and Bi-Parting (OX-XO)



4 Panel Pocketing and Bi-Parting (PXX-XXP)

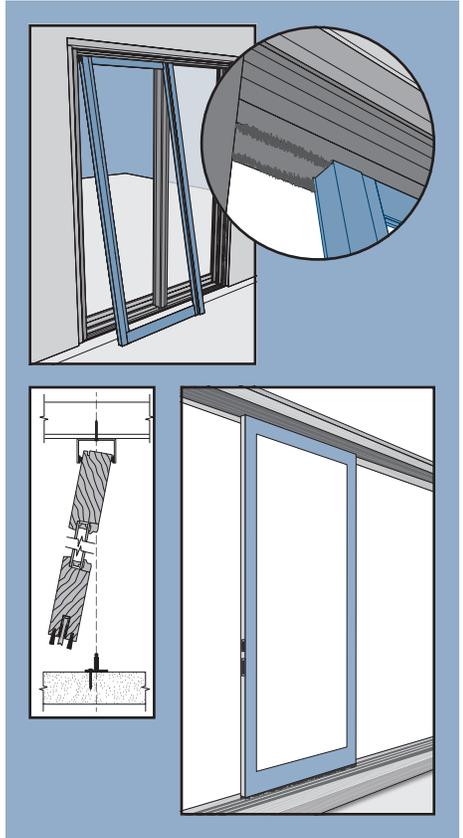


2 Panel Pocketing and Bi-Parting (PX-XP)



WARNING! To avoid injury, use at least two people to install.

1. From the exterior, position the first panel in front of the door frame. This should be the operating panel, identified by the flush handle set (**NOTE!** For Bi-Parting systems this step includes two panels – both panels with handle sets. By default the handle set with the thumb turn will be on the left when viewed from the exterior). Ensure the aluminum interlock(s) is orientated to the exterior.
2. Place the top of the first panel into the interior most head track. Raise the panel and swing the bottom of the panel inward over the interior most floor track. Lower the panel on to the floor track and ensure the wheels are centered on the ridge cap.
3. Locate the next panel based upon the configuration of the unit. Position this panel in front of the door frame. Align the next panel with the previously installed panel with 50% overlap. This is needed to ensure the interlocks engage properly.
4. Place the top of the panel into the non-occupied track to the exterior of the previously installed panel. Raise the panel and swing the bottom of the panel inward over the floor track. Lower the panel on to the floor track and ensure the wheels are centered on the ridge cap.
5. Repeat steps until all remaining panels are installed.
6. Operate and align all panels. Check for operation, interlock engagement and fit within door frame.



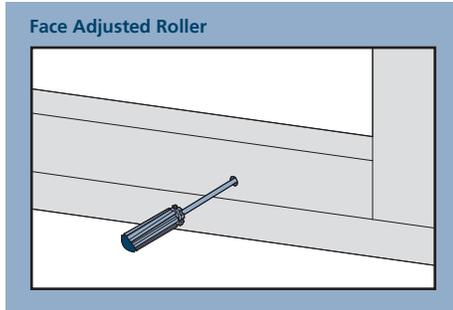
9

ADJUSTMENTS AND SECURING

Once all panels have been installed, the rollers and locks will need to be adjusted and exterior most panel(s) secured.

ROLLER ADJUSTMENT

1. Adjust rollers (lift to remove weight before turning adjustment screws) as needed for smooth operation and even reveal between panels. They should be adjusted just high enough to clear the floor while allowing the weatherstrip to make contact.

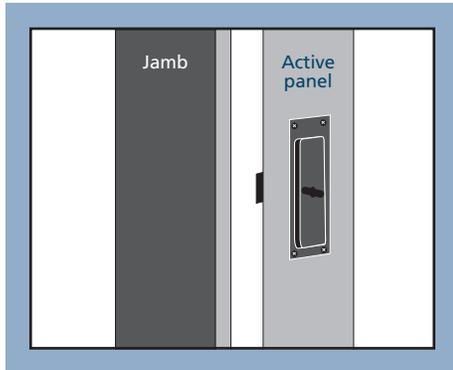


2. Ensure weatherstripping makes adequate contact with finished flooring (or 3/8" (FT037) floor track if applicable). No daylight should be visible. Re-adjust rollers if necessary.

LOCK ADJUSTMENT

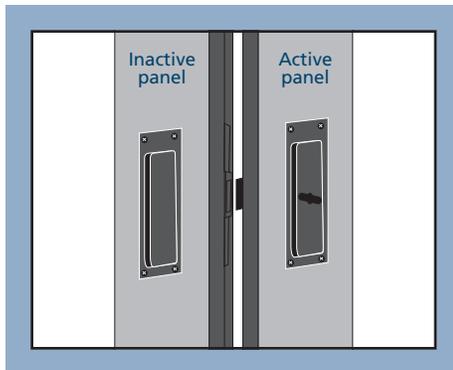
Stacking (one Lock Jamb and one Stationary Jamb) and Single Pocketing System (one Lock Jamb)

1. Temporarily tape the strike to the jamb.
2. Throw the latch from the lock body and orientate where latch aligns with the cut out in the strike.
3. Move the strike plate as needed to align properly with the latch.
4. Drill pilot holes through the jamb and secure the strike plate with the provided #8 x 3" screws.
5. Shut and lock lead door.

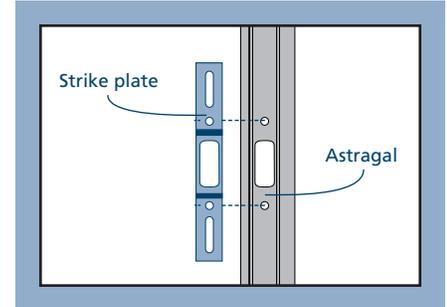


Bi-Parting

1. Extend the latch and bring the panels close together to check alignment.
2. Check for proper lock engagement. If lock does not engage the strike plate, loosen the two screws to move the strike plate up or down until there is proper engagement.



3. When aligned properly, pre-drill and install two additional #10 x 1-1/4" screws through the remaining holes in the strike plate. Make sure all screws are tight.
4. Lock the two interior most panels together to verify proper operation.



SECURE EXTERIOR PANELS

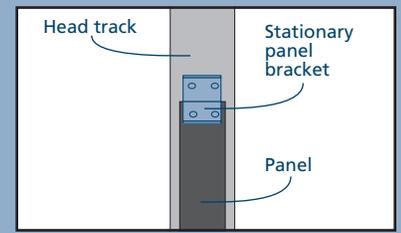
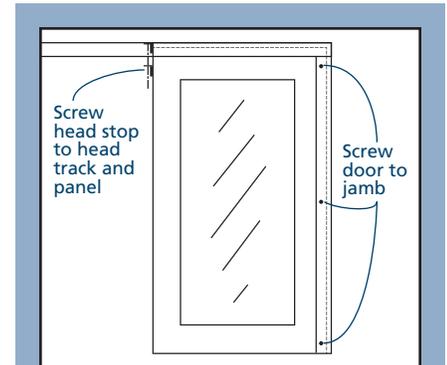
Stacking

1. With the door system still locked, from the exterior, push all door panels away from the lock (pulling against the lock). For bi-parting systems, center the panels in the middle of the frame and push the remaining panels toward the sides of the frame. **Note! Make sure the panels stay centered until both stops are installed.**

2. Position the metal head stop up into the exterior most head track. Secure the head stop to the track and door panel with four provided #8 x 1-1/4" screws. For bi-parting systems, repeat for the other panel.

3. From the interior, mark each stationary jamb leg 6" from the top and bottom and at center. Pre-drill as close to the edge as possible through the stationary jamb into the panel. Countersink and drive three #8 x 1" screws through the pre-drilled holes.

4. Door is now installed, adjusted and secured.



Pocketing

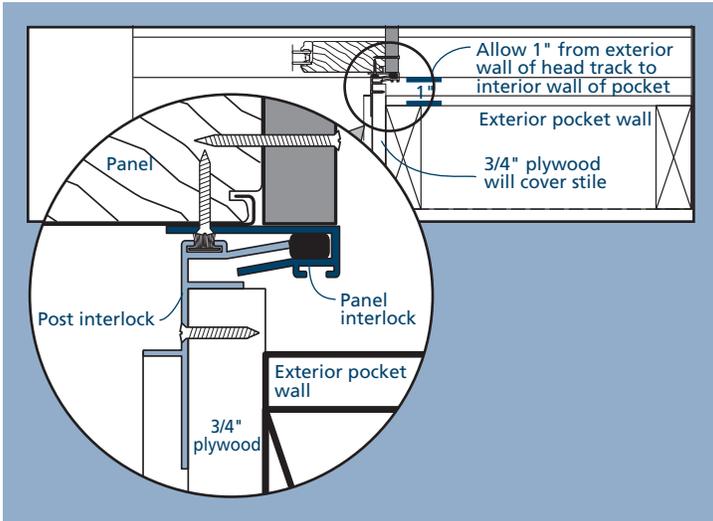
1. With the door system still locked, from the exterior, push all door panels toward the pocket(s). The interlock on the exterior most panel needs to be just inside the pocket. For a double pocket, center the panels in the frame and push the remaining panels toward the pocket(s). **Note! Make sure the panels stay centered until both post interlocks are installed.**

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ADJUSTMENTS AND SECURING - CONTINUED

SECURE EXTERIOR PANELS - CONTINUED

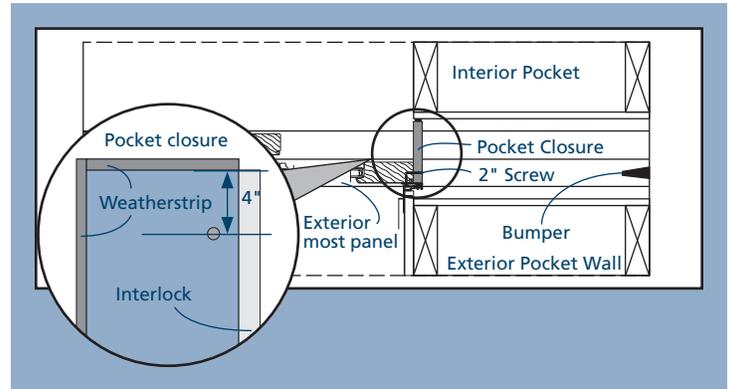
2. Position the post interlock in place onto the face of the installed 3/4" plywood with the weatherstrip just grazing the rear stile surface of the last panel. Verify the interlock on the panel and the post interlock engage properly.
3. Secure the post interlock to the rough opening by driving the provided #8 x 1-1/2" screws through each pre-drilled hole in the post interlock.



POCKET CLOSURE INSTALLATION (POCKETING UNITS ONLY)

The Pocket Closure is a 3/4" piece of wood that is attached to the back edge of the exterior most panel that closes off the interior of the pocket when the doors are closed.

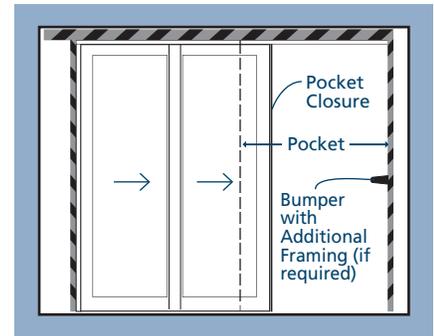
POCKET CLOSURE INSTALLATION - CONTINUED



1. Drill a pilot hole approximately 1" from the edge without weatherstrip, 4" from each corner and approximately every 10"-12", or evenly spaced based on the number of provided screws.
2. Align the pocket closure with the top and bottom edge of the metal interlock protruding past the edge of the exterior most panel.
3. Secure the Pocket Closure to the edge of the door with the provided #8 x 2" screws.
4. Repeat for opposite pocket if applicable.

DOOR STOP BUMPER INSTALLATION (POCKETING UNITS ONLY)

Install the bumper vertically centered in the pocket directly behind the panel with the pocket closure attached. Secure the bumper to the framing with the provided screw.



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COMPLETE INSTALLATION

AFTER INSTALLATION

- Protect recently installed units from damage from plaster, paint, etc. by covering the unit with plastic.

- Remove labels or other materials adhered to glass within 30 days after installation.
- Clean tracks thoroughly to avoid damage to the rollers.
- If installing automation, see separate instructions for details.

Please visit jeld-wen.com for warranty and care and maintenance information.

Thank you for choosing

