weiland
Sliding Doors and Windows, Inc.

Post Installation Guide for Weiland Liftslides

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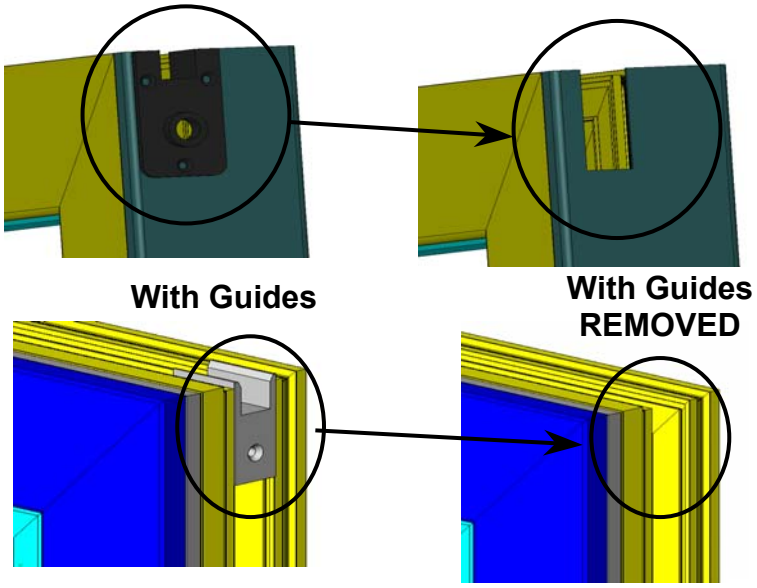
Section 1: Door Panel Removal and Maintenance

Removal of the Panels

Post installation, the door panels on a Weiland Liftslide system may need removed from the track to finish woodwork or for maintenance. Use only 3M blue painters tape to protect your painted surfaces. Note that even #3M blue painter's tape should not remain on the surface for more than 7 days as noted on the package.

1. At the top of each panel are plastic guides, which are held in by screws. There are guides at both top ends of the panel. These should be removed prior to removing the doors, as it will allow the doors to be raised further up into the top guide track, which will make removing the panels much easier. Note the guide type, guide location, and the type of screws used for each guide. Place the guides and screws in a labeled plastic bag for safekeeping.

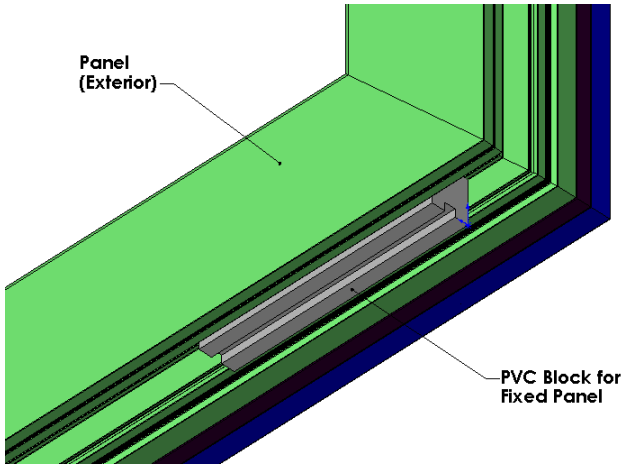


2. Starting with the primary door(s), label the door panels so that you know which door goes in which position. The doors are set in the same manner as any conventional sliding door system, fixed or secondary to the exterior (first) and primary to the interior (last). On occasion, door systems are ordered in a reverse stagger. If you door system has the primary door closest to the exterior, you will have to perform the removal of the door panels in the reverse order from what is noted.

3. With the doors in the raised position, slide all the panels so that the door system is in the closed position. If the door system is a single door panel that slides into a pocket, please skip to step 6. With the primary door(s) in the raised position, slide the primary door(s) one foot away from the closed position so that the face interlocks are disengaged. Place the wheels in the retracted position by rotating the handle 180° so that the end of the handle is pointed upwards. This means that the panel will be in the lowered position. To operate the gears without using the handle you can use a 5-inch long extension on a ratchet (3/8" drive).

4. Handle the door panel from the stiles or use appropriate suction cups on the glass to lift the door panel. Physically lift the panel directly upwards until it cannot be raised any higher. With the door raised, pull out the bottom of the door panel into the building. As the panel is pulled inwards, away from the bottom track, lower the door panel so that it is free from the top track. Carefully move the panel away from the opening. If the door system does not slide into a pocket, repeat steps 3 and 4 until you have removed all the panels. If the door system slides into a pocket, repeat steps 3 and 4 until you have removed all the panels with the exception of the last pocketing panel.

5. If your system has fixed panels, they will not have wheels; they will have PVC blocks in the standard wheel locations. The panel can be unlocked from the side jamb by using a removable handle or a 5-inch long extension on a 3/8" drive ratchet. Just rotate the gear 180° in a similar manner to the operable handles. Once the fixed panel is unlocked, use the above mentioned lifting method to removal the panel from the opening. The fixed panel is designed to have a 3/16" reveal against the side jamb and finished floor when installed.



6. For systems that have multiple door panels that slide into a pocket, proceed to step 8. For door systems that consist of a single door panel that slides into a pocket, there is a hole on the interior face of the stile closest to the pocket. This hole leads to a gear system that unlocks the skirt panel and follower from the door panel. Operate this gear in the same manner as described in step 3 to remove the skirt panel and follower from the door panel. Gently pull the follower away from the panel to completely separate the follower from the door panel. Now that the skirt panel and follower are free from the door panel, the door panel can be removed. Place the wheels in the retracted position by rotating the handle 180° so that the end of the handle is pointed upwards. This means that the panel will be in the lowered position. To operate the gears without using the handle, use a 5-inch long extension on a ratchet (3/8" drive).

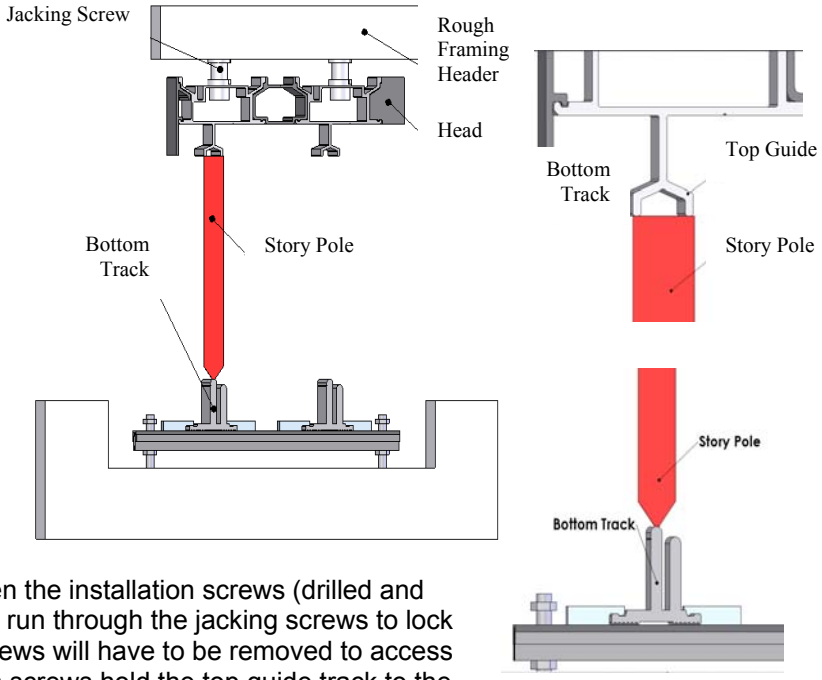
7. Handle the door panel from the stiles or use appropriate suction cups on the glass to lift the door panel. Physically lift the panel directly upwards until it cannot be raised any higher. With the door raised, pull out the bottom of the door panel into the building. As the panel is pulled inwards, away from the bottom track, lower the top of the panel so that it is free from the top track. Carefully move the panel away from the opening.

8. For systems with multiple pocketing panels, remove all panels except the last panel that goes into the pocket. This will be the furthest outward panel. This panel will have a wood skirt panel attached with Phillips head screws. Unscrew all of the Phillips head screws. Slide the skirt panel toward the inside of the building. Please note that there may be a piece of trim on the outside wall of the pocket. This piece of trim will have to be removed to enable proper removal of the skirt panel. You will have to move the skirt panel approximately 1-1/4", before the skirt panel is free from the rear follower. With the skirt panel removed from the door panel, there is access to the 7/16" head bolts that attach the follower to the door panel. Unscrew all of these bolts to remove the follower from the door panel. Gently pull the follower away from the panel to completely separate the follower from the door panel. This panel can now be removed from the opening by following step 4.

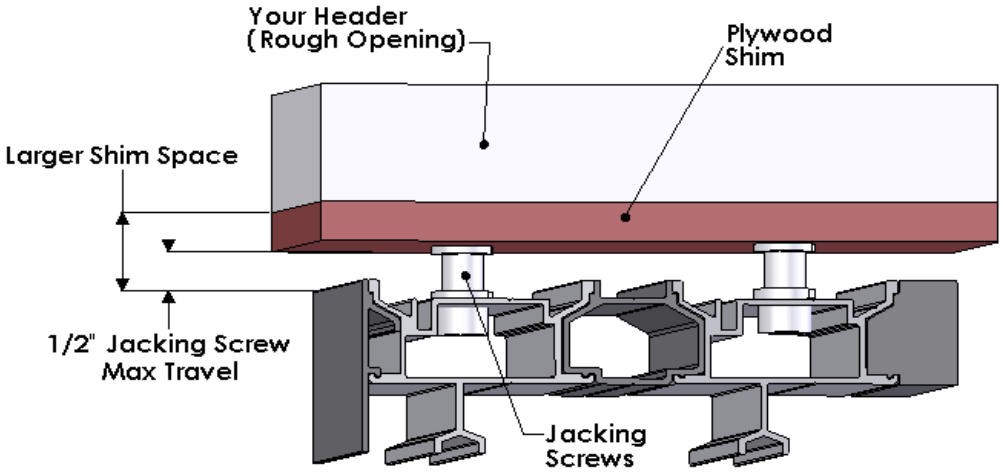
Adjustments

The only adjustment in the entire system is at the jacking screws in the head and side jambs. The gears and wheels have no adjustment. The finish work that is near the opening should have been installed in a way that accommodated any adjustments.

Adjustment of Top Guide Track

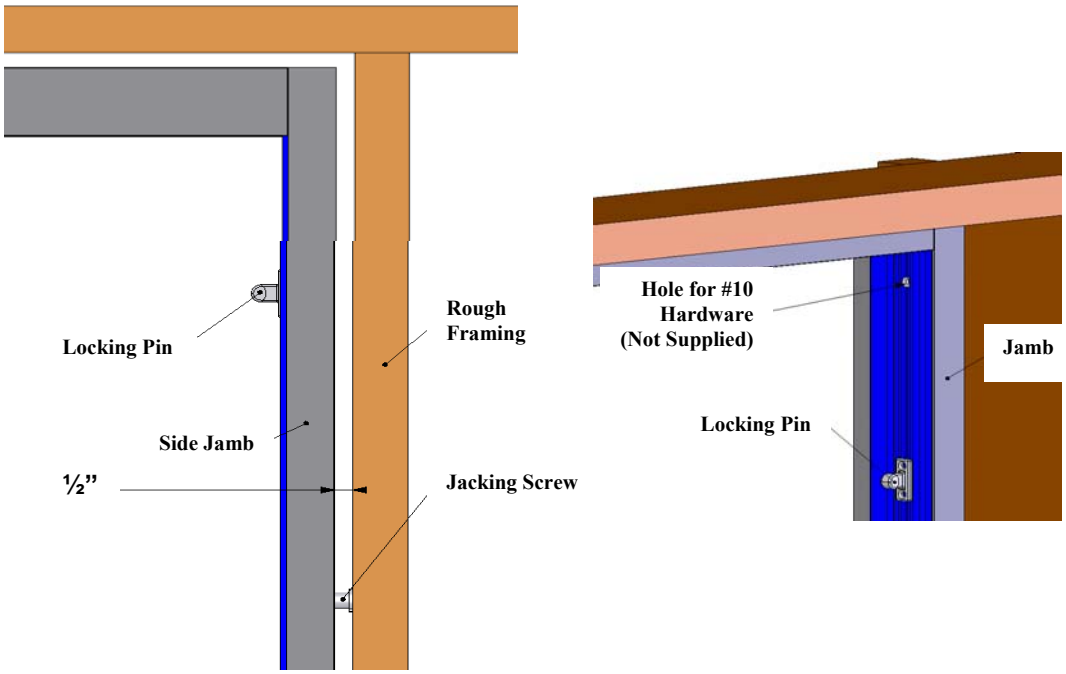


Post installation, the top guide track can be adjusted to accommodate a sagging header. The story pole height is 7/16" less than the height of the door panel. The story pole has been calculated to provide the correct clearance for the doors to move and assures that when the doors are in the locked position, the top gaskets seal against the guide. Use the pre installed jacking screws to adjust the head to the correct height using story poles as guides. The maximum spacing that the jacking screw can accommodate is ½". The jacking screws are adjusted with a metric hex wrench (6mm) and then the installation screws (drilled and counter sunk for #10 hardware) are run through the jacking screws to lock things in place. The installation screws will have to be removed to access the jacking screws. The installation screws hold the top guide track to the header. Only remove a few installation screws at one time when adjusting the top guide track. The story poles should be snug but not tight.



Adjustment of Side Jamb(s)

Now that the top guide track is correctly adjusted in the correct position, the side jamb can be adjusted if necessary. The side jambs butt up against the top guide track and are set plumb and level. Like the top guide track, the jambs have pre-installed jacking screws to aid in shimming out the jamb to the correct location. The jacking screws require the use of a 6-mm metric hex key and the holes through the jamb are drilled and countersunk to accept a #10 fastener. Remove the installation screws as need to access the jacking screws.



Re-Installation of the Panels

To re-install the panels, reverse the process detailed in "Removal of the Panels". Once all of the panels are installed, replace the top plastic guides before the doors are operated.

Fine Tuning the System

Double-check the track and jamb adjustments. Adjust any adjusting screws on the side jamb(s) or top guide track. Be sure that the end doors hit the jamb straight and parallel, adjust the jambs and track until they do. The doors should operate freely and very easily. There should be a slight sound as the brushes seal against each other, but there should be no metal-to-metal sounds.

System Protection

Protect this system as you would any expensive items on the site. There are several sources of potential damage to the Weiland Lift Slide system:

- **Stucco** etches the finish on the aluminum, stains the wood, clogs the track and damages the rollers.
- **Drywall** stains the wood, clogs the track and can gum up the rollers.
- **Wheelbarrows** can bend the bottom track and scratch the jambs and doors when they rub the sides. Build a bridge over the track to protect it. The surface finish of the track is the most critical

component of the door system. The quality of the surface finish will directly determine how easily the doors will slide when finished.

- **Duct Tape** adhesives can chemically release many finishes. Use 3M blue painters tape to protect your painted surfaces. Note that even #3M blue painter's tape should not remain on the surface for more than 7 days as noted on the package.

Protect the Glass

Do not cover glass with plastic tarps or anything that can blow in the wind as plastic blowing in the wind can sand glass surfaces. Protect glass with brush-on glass protectant or panels of some type that will not touch the surface.

Cleaning

Rinse any contaminants off the surface with fresh water. After the doors have dried, apply a high quality car wax to all non-wood surfaces to help maintain the appearance of the door system.

Gaskets and contact surfaces should be cleaned as needed. Use a damp cloth to remove dirt and dust. After gaskets and gasket sealing areas have dried, a coat of UV protectant spray (such as Armor-All) will help the gasket maintain flexibility and reduce drag.

Clean locking pins and hardware with a damp cloth. A light coating of a mineral oil on all metal surfaces will lubricate and protect form corrosion.

Wood should be maintained as directed by the finisher.

Routine Maintenance

Proper maintenance includes, but is not limited to, lubricating locks and moving parts (except wheels) regularly, as well as keeping tracks and surfaces clean and waxed. In corrosive environments, such as near the ocean or around swimming pools, cleaning and lubricating the doors may be necessary more often. *Sand is particularly damaging to tracks and rollers on sliding doors if not maintained.*

Special Notes for Saltwater Environments

Screen doors can act as a salt distillery, catching the moist air and condensing the salt out of it. The best way to protect doors and windows in this type of environment is to rinse them with fresh water as often as possible (daily if necessary) and to wax all surfaces (exterior wood or aluminum, locks, handles, etc.) with a good quality automobile wax every two to four weeks. Pay particularly close attention to small seams and corners where corrosion can start.

Section 2: Troubleshooting

General Background

Below is a brief list of common problems and solutions that may be implemented without calling a service technician:

- **Problem: Doors rub each other as they roll along the track**.
- **Solution:** Carefully examine where and why the doors are rubbing. Possibly the wood interior has swelled or bowed slightly and is rubbing the face of the next door. If so, take the doors down, lay them on the padded sawhorses and sand the face of the wood to remove any bow. When lying the doors down, use blocks to support the doors to protect the interlock on the exterior of the door. Be careful with the interlock, it will save you hours of fixing later.
- **Solution:** Check to see if the track spacing has been changed during installation. 3 ½ " is correct. Adjust if necessary or call a service person.
- **Problem**: **Doors make a "clanking noise" when they pass each other.**
- If the doors were ever laid flat on a sawhorse, or other similar support, the interlock between the doors may be compressed enough to bump and not slide into it's mating interlock. The interlock may have been damaged during installation or storage. Look for a particular place that is causing the problem or decide if it is a general bow that is at fault. When you have determined where the interlock needs to be adjusted, follow these steps. You may wish to adjust the interlock without completely removing the doors from the track system:

    1. Remove the top plastic guide on both doors at the top.
    2. Lift both doors from the bottom track spreading them slightly. A suction cup or pry bar may be used. **If using a pry bar, take care not to bend the track or door or damage the floor**.
    3. With the doors spread at the bottom, and loose at the top, push one door past the other, exposing the interlock. This step is more difficult with larger sized doors with greater weight.
    4. Using a pair of "duckbill" pliers, which have been padded to protect the painted surface, adjust the interlock (usually out). The interlocks are made of extruded aluminum and do not bend easily. Work carefully up and down the doors to create a larger space between the door and the interlock. Be careful not to strip the machine screws that secure the interlock to the door.
    5. Slide the doors back past each other, reinstall them onto the track, and inset the upper guides. Check for smooth operation.
    6. Repeat if necessary.

- **Problem**: **Doors run rough and seem to be getting worse.**

- **Solution**: The head guide track has sagged. This can be checked using the following technique:

1. Note the location where the doors start being difficult to move. This is an area that you will check in some of the steps to come.

2. Rotate the handle to the 90-degree position (parallel to the floor) from the locked or down position. Move the doors again being sure to pay particular attention to the area you located in step 1. If the door moves easier that is a clear indication that the head is sagging.

3. To confirm, measure the panel height and subtract 7/16" from that measurement. That new value (panel height minus 7/16" = story pole height) is the distance from the top of the bottom track to the bottom of the upside down "Y" on the head track. The system is designed to seal along the top of the panel. Any deviations from this should be noted so that adjustments can be made in those areas.

4. If the head is too low, the following method is used to raise the head.

    - Determined if the head can be moved. The head should not be tied to any of the finish work surrounding the head. There should be some type of either "J" metal or at least a caulking joint around the head track.

    - Remove some of the screws in the area that is low and insert a 6 mm Allen head driver (or wrench) into the hole and lower the jacking screw (see figure #1). This will allow the head to be pulled up when the screw is re-inserted and tightened.

    - Repeat steps 1 & 2 to insure correct height of head and smooth operation of panels.

    - Height of head and smooth operation of panels.

If you have any further questions, please contact Weiland Customer Service at: 760-722-8828.