

CRL SDR BOTTOM ROLLING SLIDING DOOR SYSTEM



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INTRODUCTION

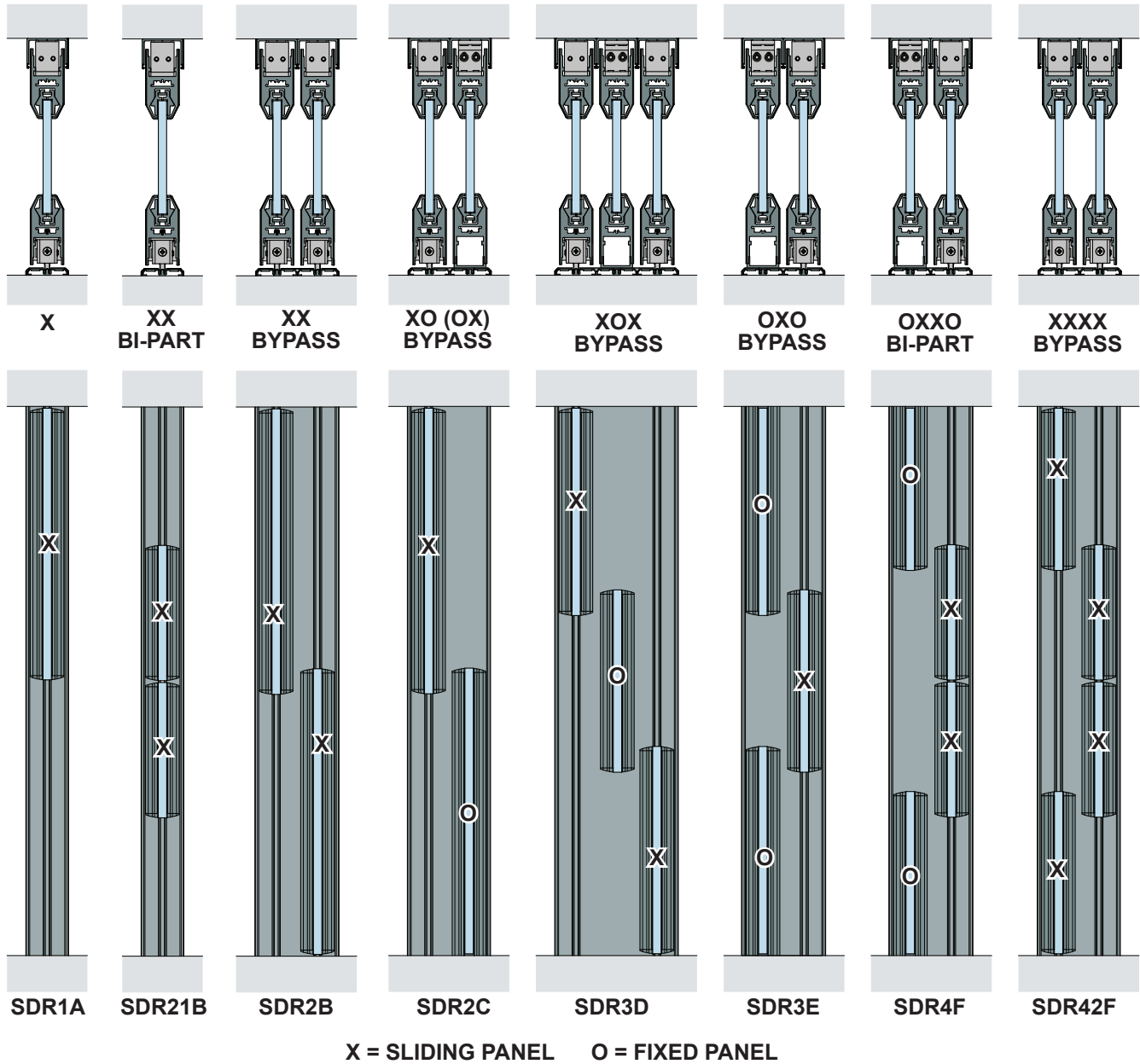
Congratulations on your selection of the CRL SDR Bottom Rolling Sliding Door System. This system has been designed to work in a number of different applications. Ease of installation and adjustment for height and alignment by incorporating all the features of the CRL Wedge-Lock Door Rail System make this the best choice you can make in Bottom Rolling Sliding Doors.

By following the instructions in this manual, we believe you will experience a trouble-free installation of the system. Should you have any question about this system or any other CRL products, please contact us at (800) 421-6144 or visit our web site at crlaurence.com.

IMPORTANT: PLEASE READ BEFORE INSTALLATION
THE FOLLOWING INSTRUCTIONS WILL REDUCE YOUR CHANCES OF EXPERIENCING PROBLEMS
DURING INSTALLATION, AND ENSURE SMOOTH, TROUBLE-FREE OPERATION OF THE PRODUCT

CONFIGURATIONS

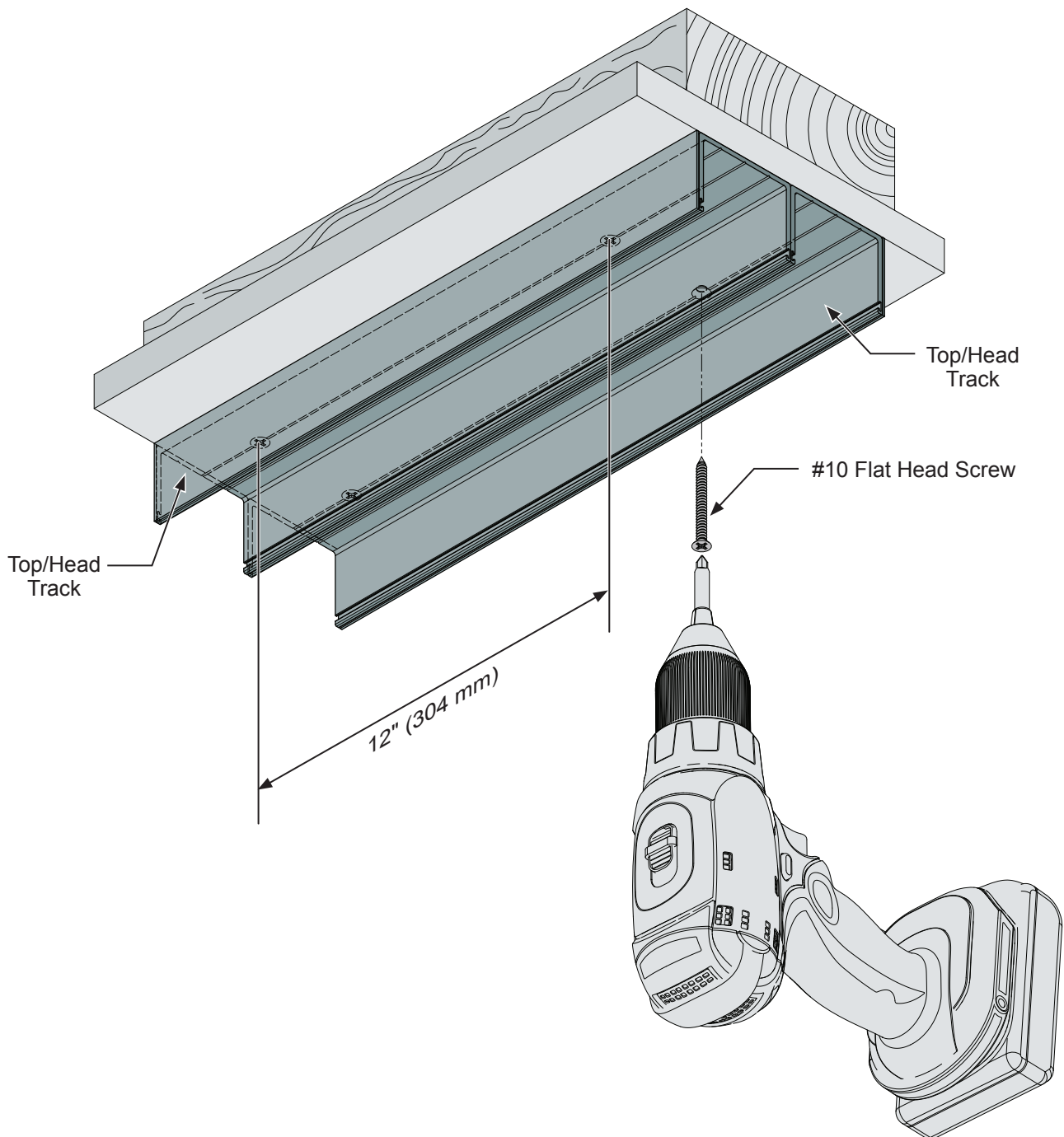
Styles can be X, XX single track, XX double track, XO, XOx, OXO, OXXO or XXXX. The width of each sliding panel must not exceed 48" (1220 mm). Maximum weight per sliding panel is not to exceed 234 lbs. (106 kg). Below are typical configurations of SDR Bottom Rolling Sliding Door Systems.



TOP/HEAD TRACK INSTALLATION

The Sliding Top/Head Track Assembly is packed complete with woolpile installed and, where applicable, cladding. On multiple track configurations cladding is only applied to the outside of the outermost tracks. No cladding should be between the tracks. The track/s must be positioned so that the screws have a strong and stable material to secure to.

Drill and countersink the Top/Head Track to accept #10 flat head screws (not provided). Holes should be no more than 12" (304 mm) apart. Screw lengths should be a minimum of 1" long, and the head of the opening must be level and of sufficient strength to withstand the side loads of the sliding and fixed panels.



BOTTOM SLIDING TRACK INSTALLATION

The bottom track is supplied with stainless steel track covers. Remove these track covers before installation to allow free access for drilling holes for the modified lock bolt. For multiple tracks, be sure that the tracks are in the correct arrangement. The bottom track must be installed level on the solid floor and directly under the corresponding top track. Drill and countersink holes for #10 flat head screws (not provided) into the track at no more than 12" (304 mm) apart. For multiple tracks, butt the tracks together for correct spacing.

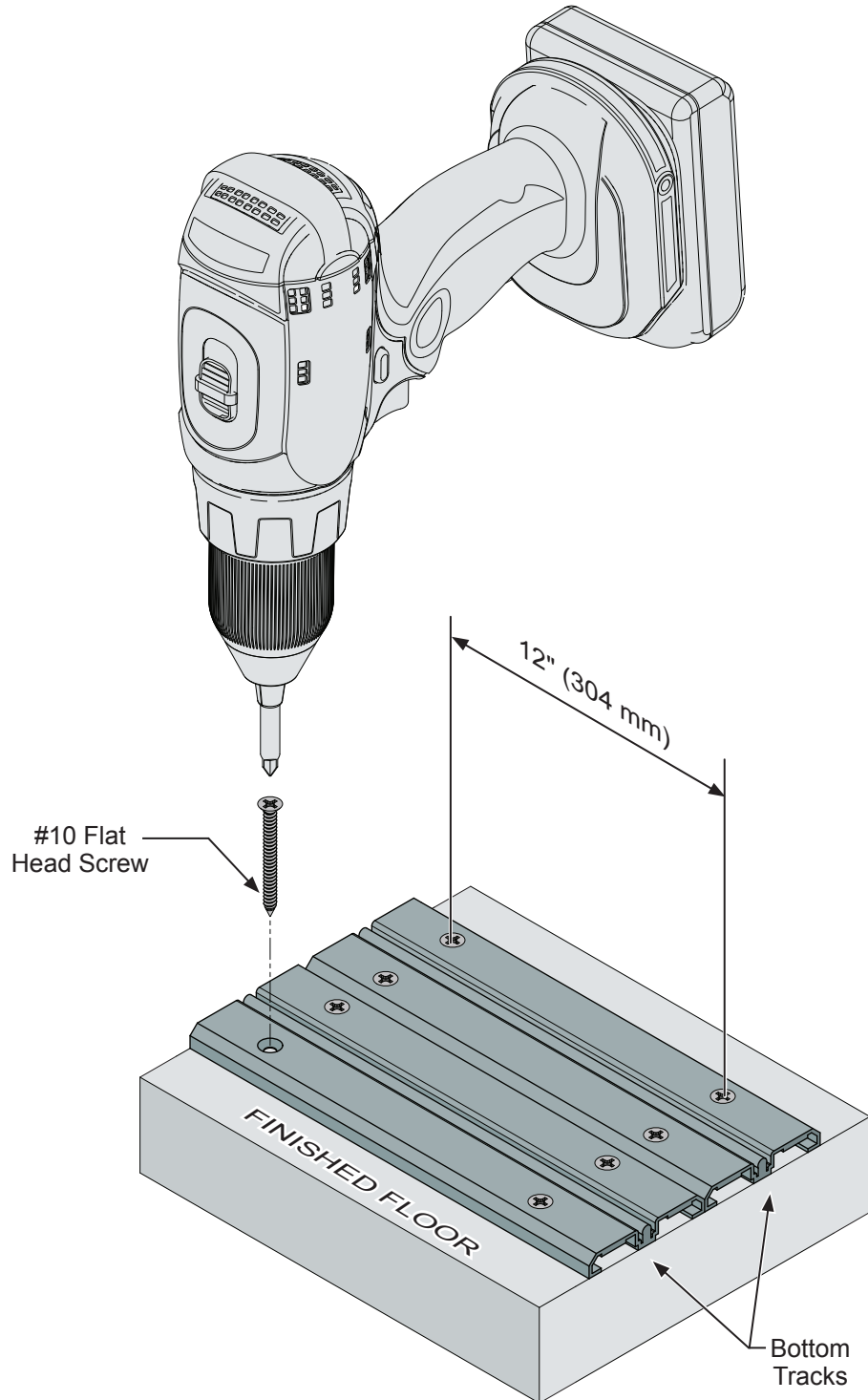


FIG. 2

BOTTOM TRACK CLADDING IDENTIFICATION, CONFIGURATION, AND INSTALLATION

Cladding for the bottom track is supplied loose in various sizes to fit the configuration of sliding and fixed panels ordered. The drawing below identifies each part and its application. On the following two pages, there is a view of standard applications. Test fit all the cladding before you remove the backing tape and press it on.

Note: Sliding doors fit on the stainless steel capped tracks. Fixed doors fit on the non capped track.

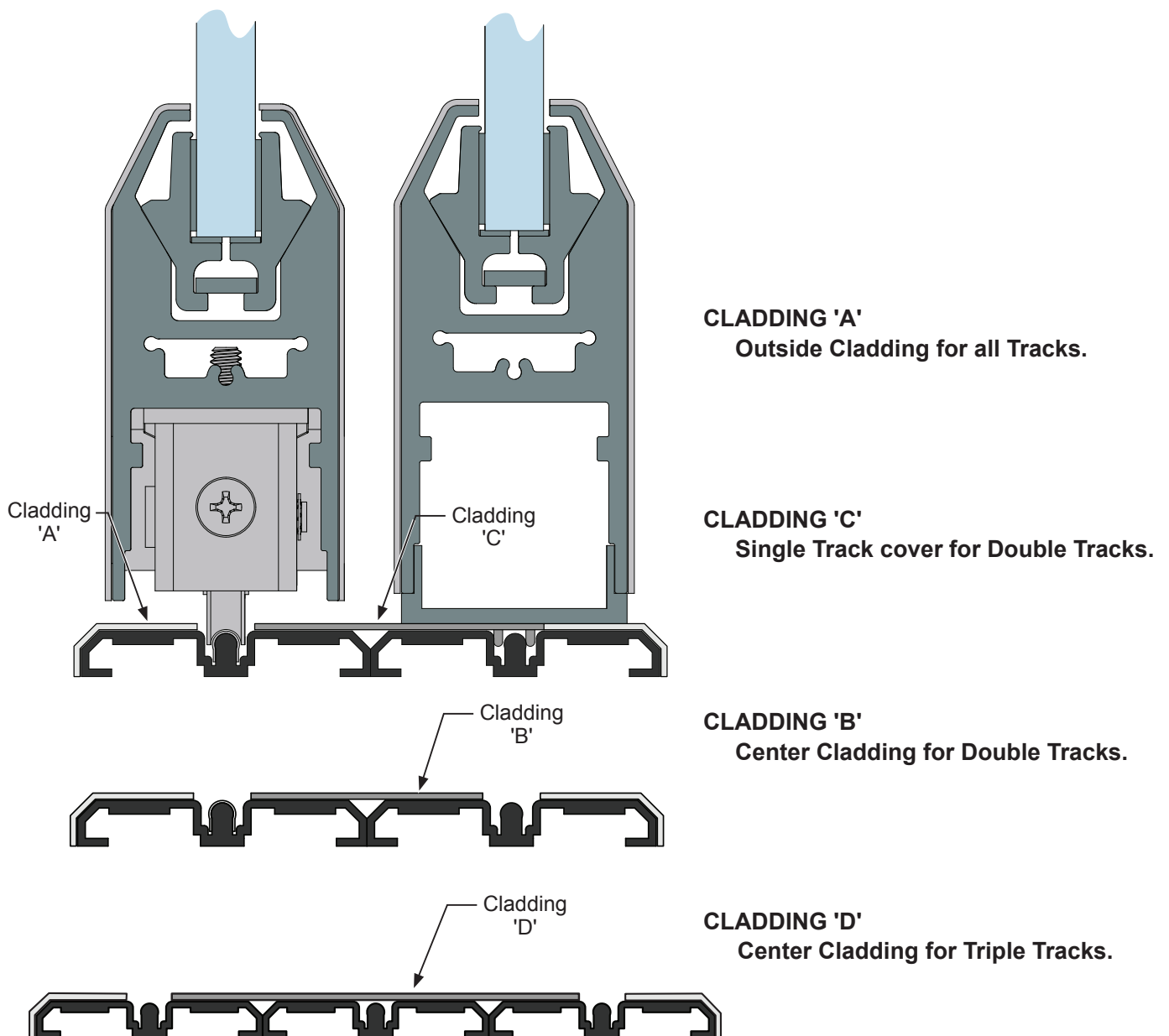
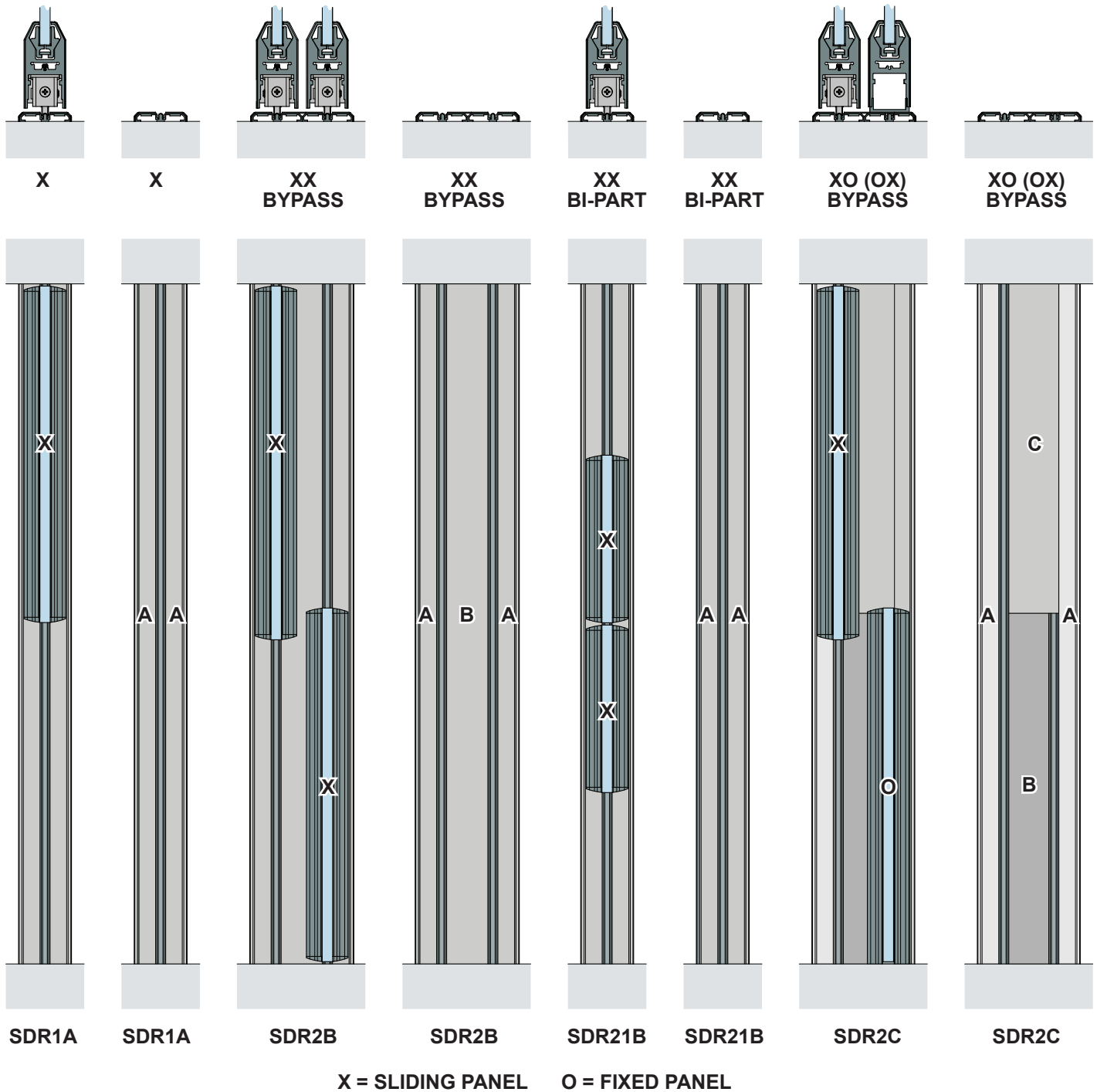
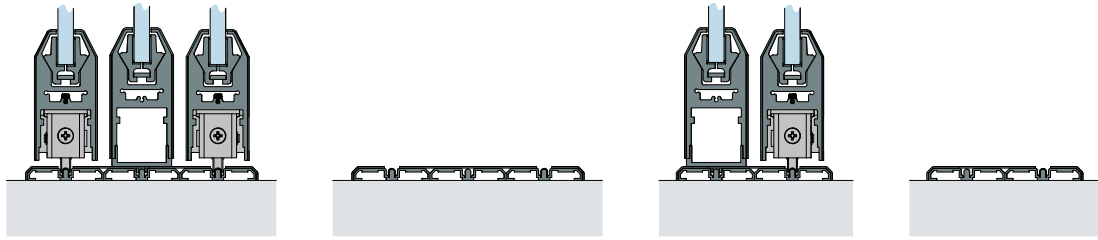


FIG. 3

BOTTOM TRACK CLADDING IDENTIFICATION, CONFIGURATION, AND INSTALLATION (CONTINUED)



BOTTOM TRACK CLADDING IDENTIFICATION, CONFIGURATION, AND INSTALLATION (CONTINUED)

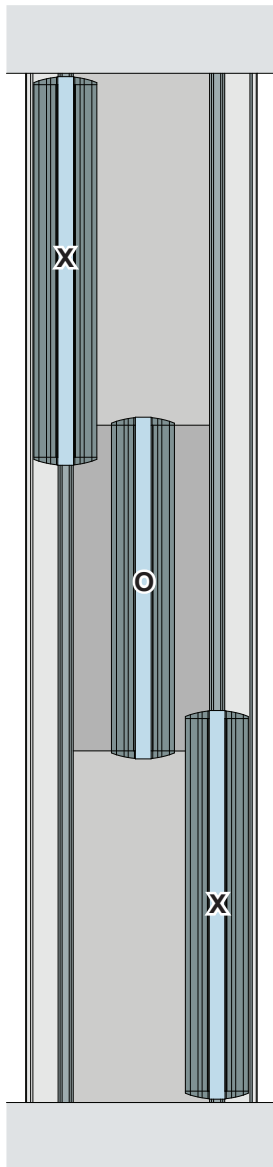


OXO BYPASS

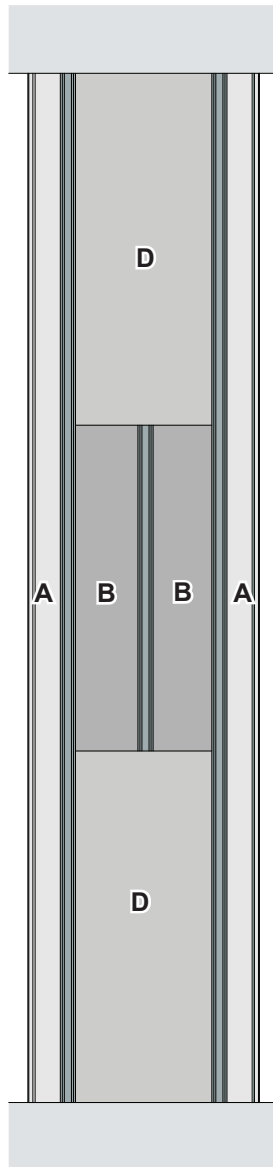
OXO BYPASS

OXXO BI-PART

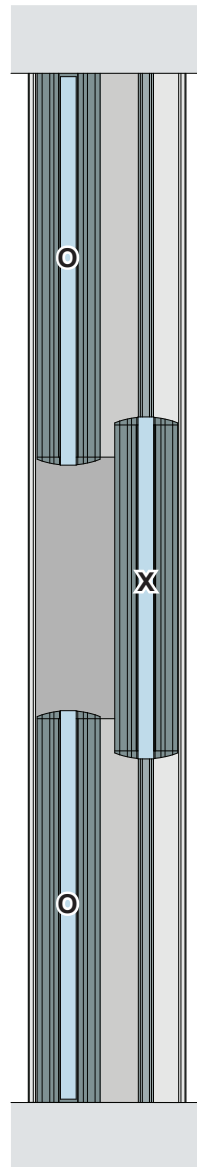
OXXO BI-PART



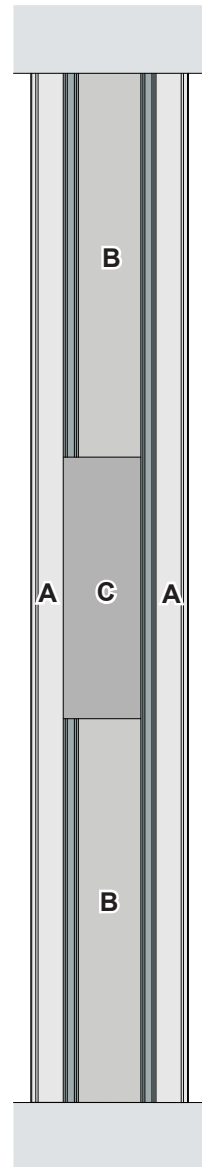
SDR3E



SDR3E



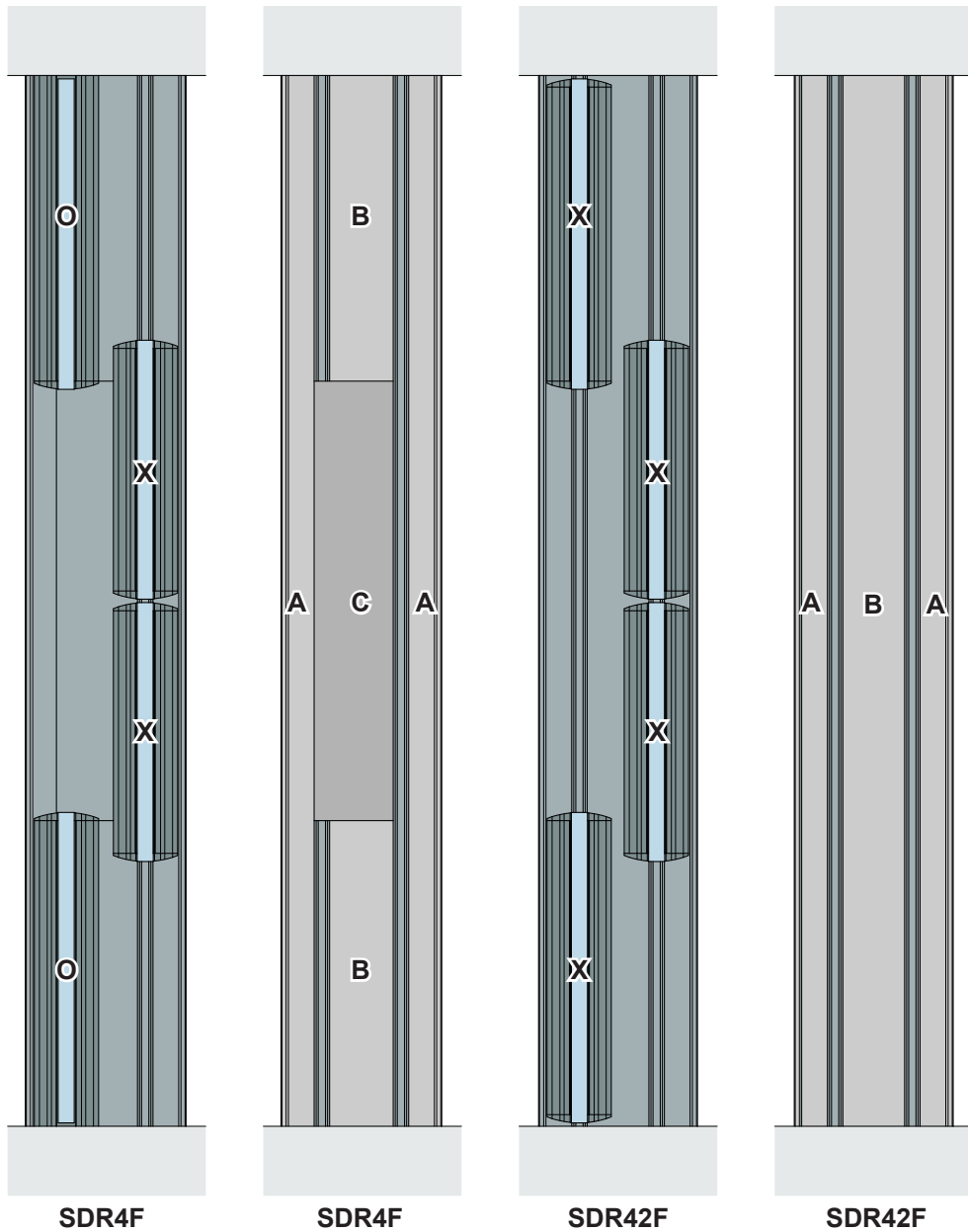
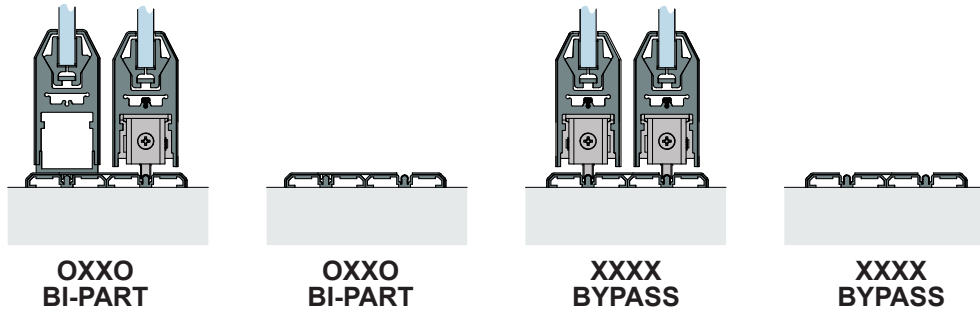
SDR4F



SDR4F

X = SLIDING PANEL O = FIXED PANEL

BOTTOM TRACK CLADDING IDENTIFICATION, CONFIGURATION, AND INSTALLATION (CONTINUED)



X = SLIDING PANEL O = FIXED PANEL

FIXED DOOR INSTALLATION

1. Assemble the Door Rails to the Glass as directed in the Rail Assembly Instructions included in the Door Rail packaging.
2. Remove the End Cap from the Top Rail. **(FIG. 4)**
3. Measure the distance from the end of rail to the center slot on the Bracket. **(FIG. 5)**
4. Remove the Bracket. **(FIG. 6)**
5. Install the Bracket into the Top Track in the position measured earlier. **(FIG. 7)**

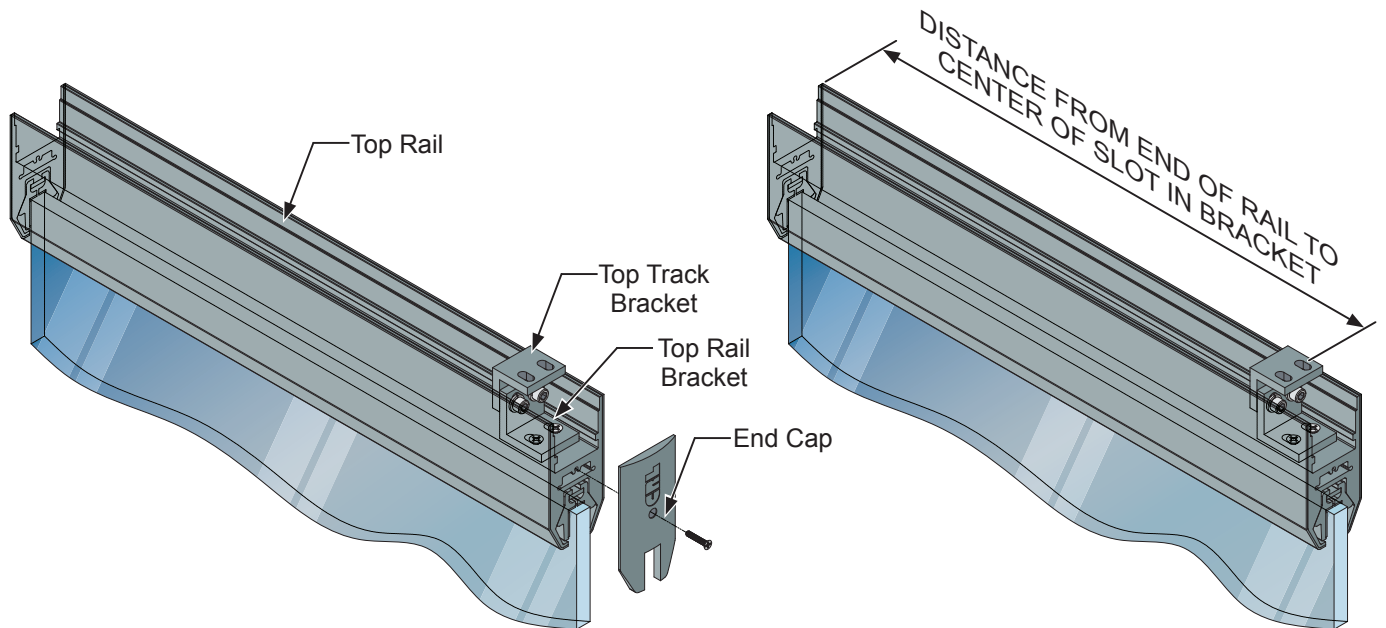


FIG. 4

FIG. 5

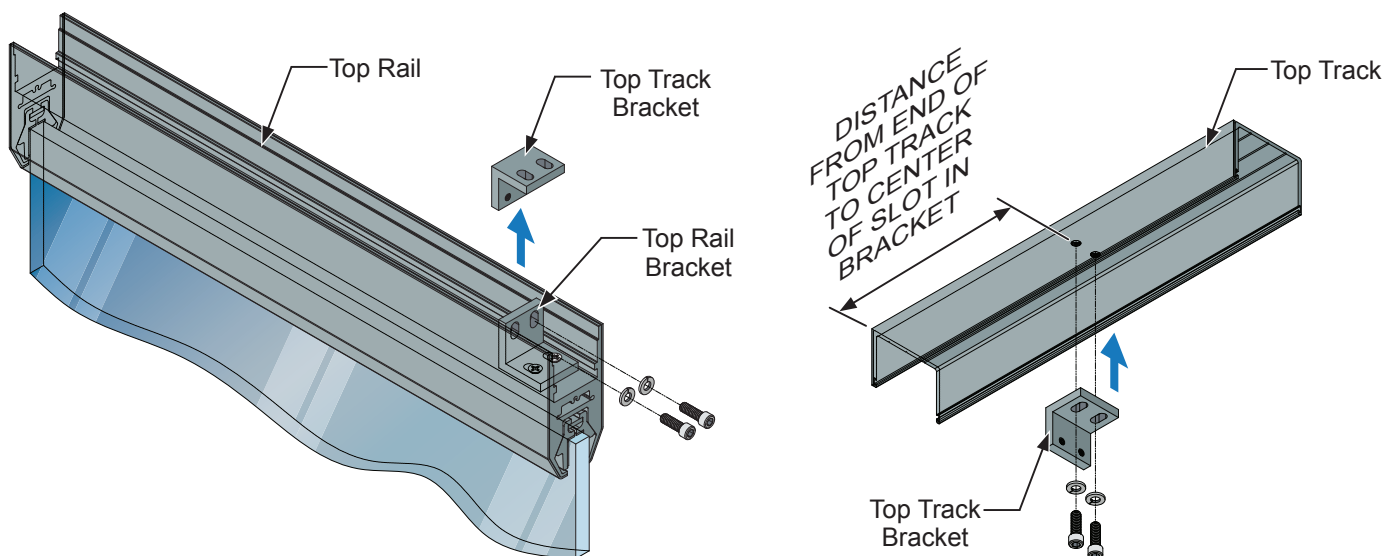


FIG. 6

FIG. 7

FIXED DOOR INSTALLATION (CONTINUED)

6. Insert the Fixed Door Saddle into the recess on the Bottom Sliding Track. (FIG. 8)
7. Lift the fully assembled Fixed Door into the Top/Head Track. (FIG. 9)
8. Slide the Panel over the Saddle until the Panel is in position. (FIG. 10)
9. Secure the Bracket on the Top Track to the Bracket on the Top Rail and install End Caps. (FIG. 11)

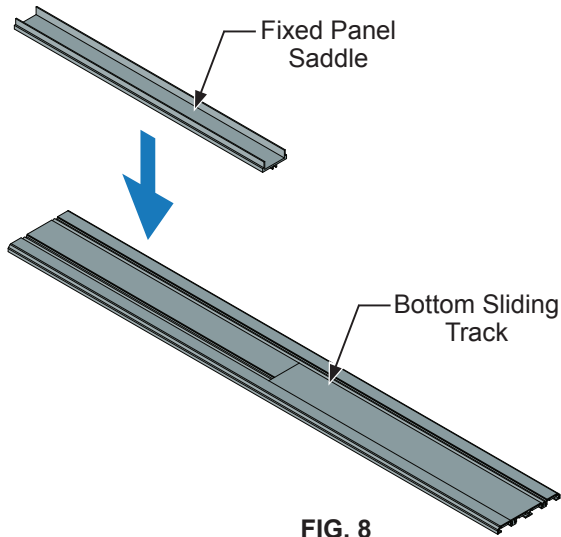


FIG. 8

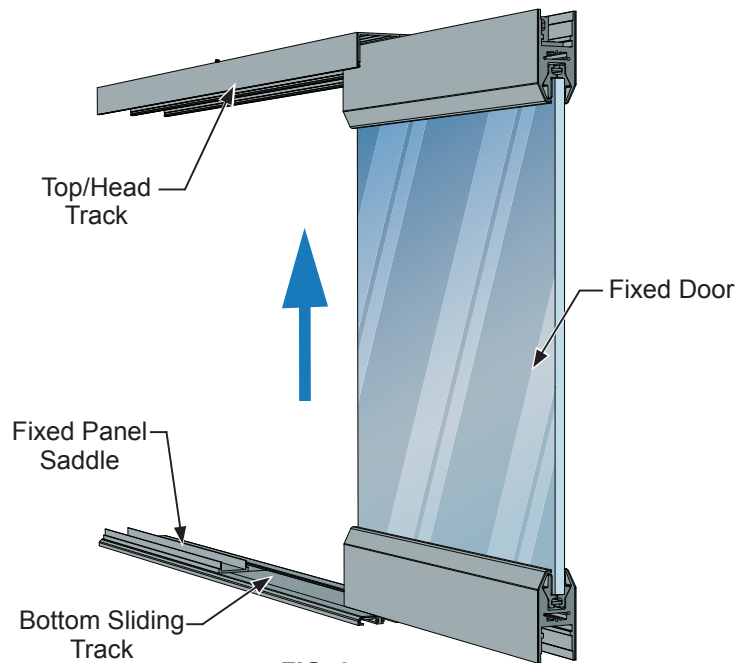


FIG. 9

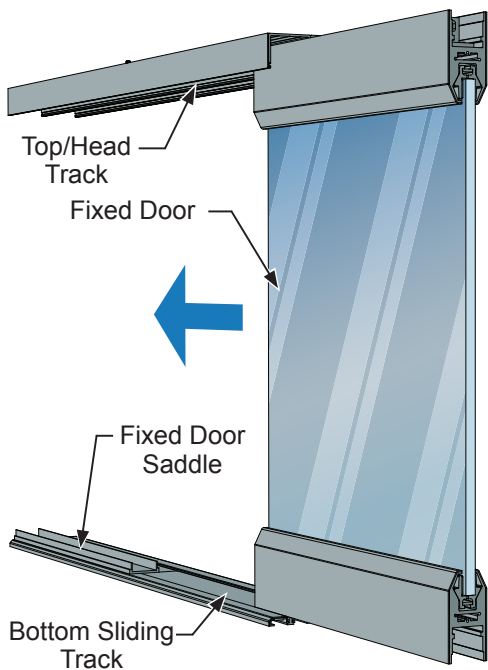


FIG. 10

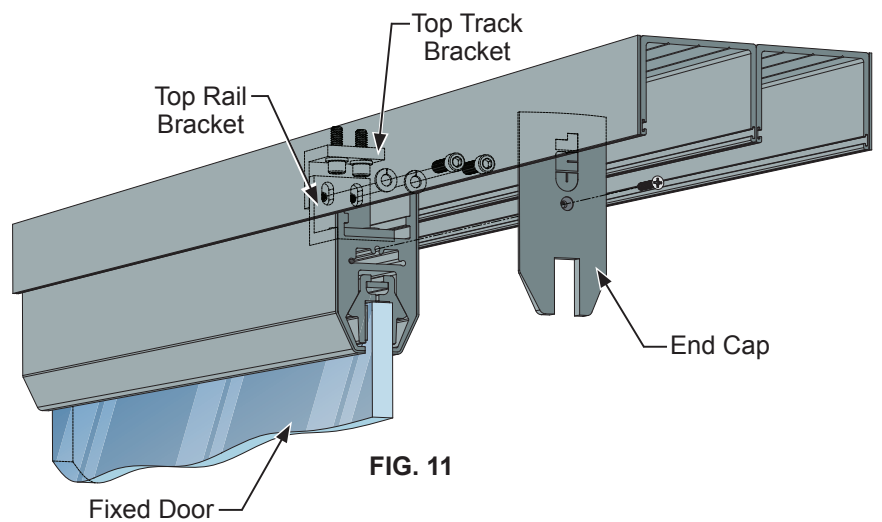
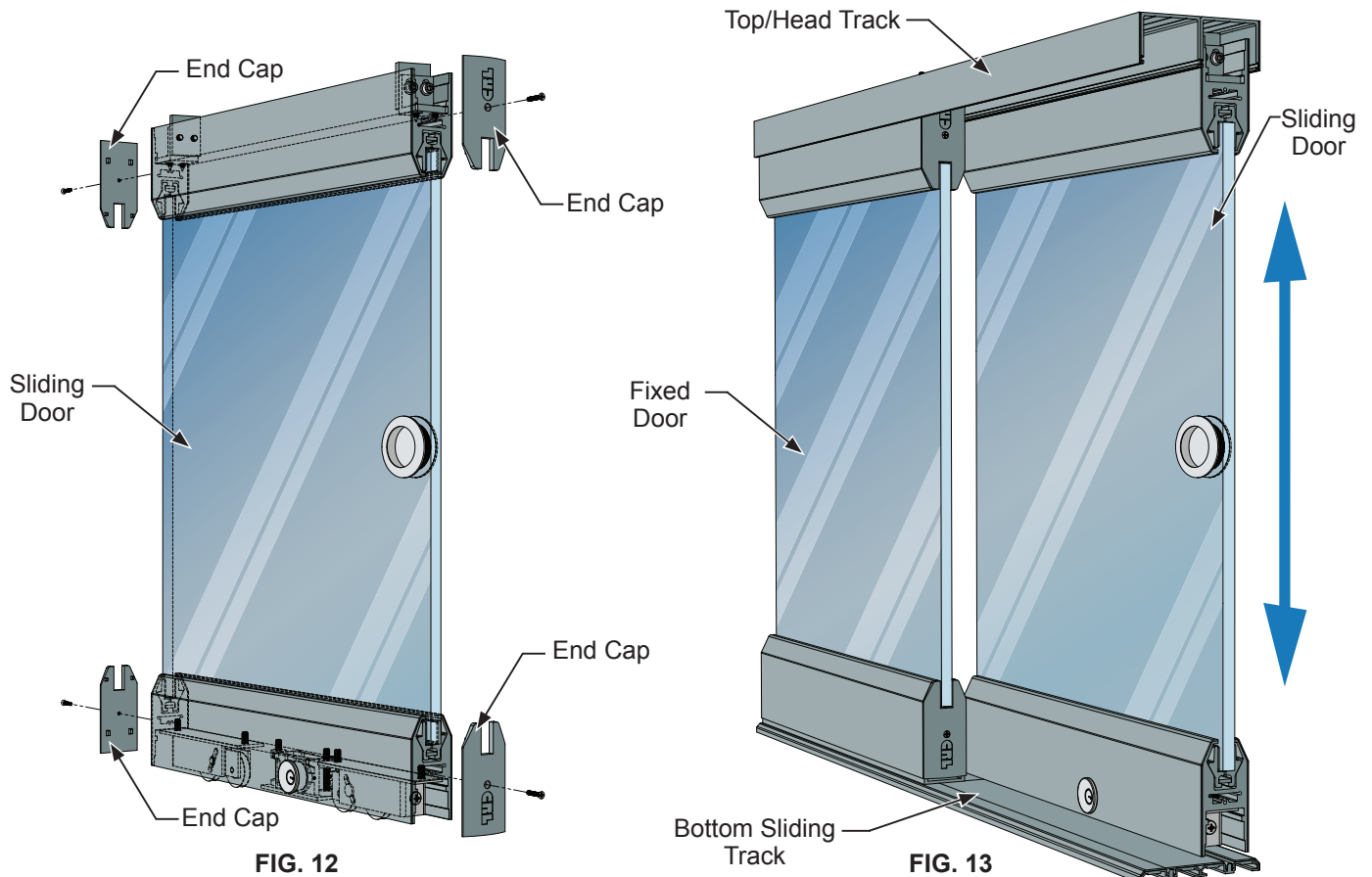


FIG. 11

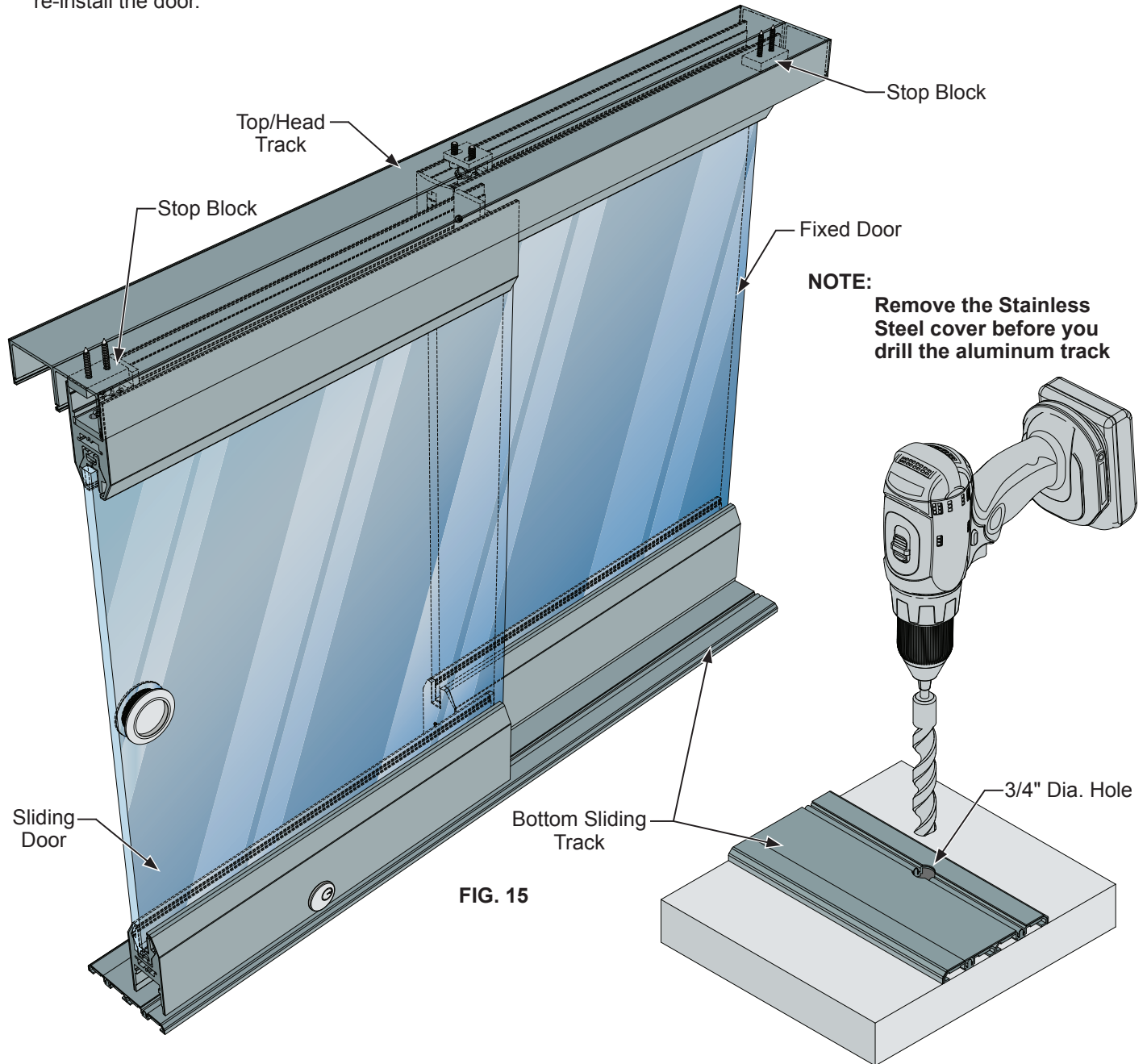
SLIDING DOOR INSTALLATION

1. Assemble the Door Rails to the Glass as directed in the Rail Assembly Instructions included in the Door Rail packaging.
2. Remove the End Caps from both Top and Bottom Rails. **(FIG. 12)**
3. Lift the Sliding Door up into the Top/Head Track, and then lower it onto the Bottom Sliding Track. **(FIG. 13)**
4. Adjust the Sliding Door to the desired height by rotating the screw in the Wheel Assembly. This is accessed from the end of the rail. Be sure to raise the panel when making adjustments. **(FIG. 14)**



SLIDING DOOR INSTALLATION (CONTINUED)

5. Move the Sliding Door to the closed position.
6. Insert the Stop Block against the Anti-Lift Bracket and mark the position. Move the Sliding Door to the open position and repeat on the opposite side of door. Install the Stop Blocks into the head with #10 flat head screws. Provided by the installer. (FIG. 15)
7. Slide the door into the closed position and mark the Modified Door Lock location on the Bottom Sliding Track. Open the door and drill a 3/4" (19 mm) hole to the appropriate depth, make sure the Stainless Steel cover is removed before drilling. (FIG. 16)
8. Remove the door and place the Stainless Steel Cover on the track so it runs continuously over the lock hole and re-install the door.



SLIDING DOOR INSTALLATION (CONTINUED)

9. Adjust the Door Stop/Anti-lift Bracket at each end of the Top Rail to be within 1/16" - 1/8" from the inside of the Top/Head Track. (FIG. 17)

10. Re-Install the End Caps from both Top and Bottom Rails. (FIG. 18)

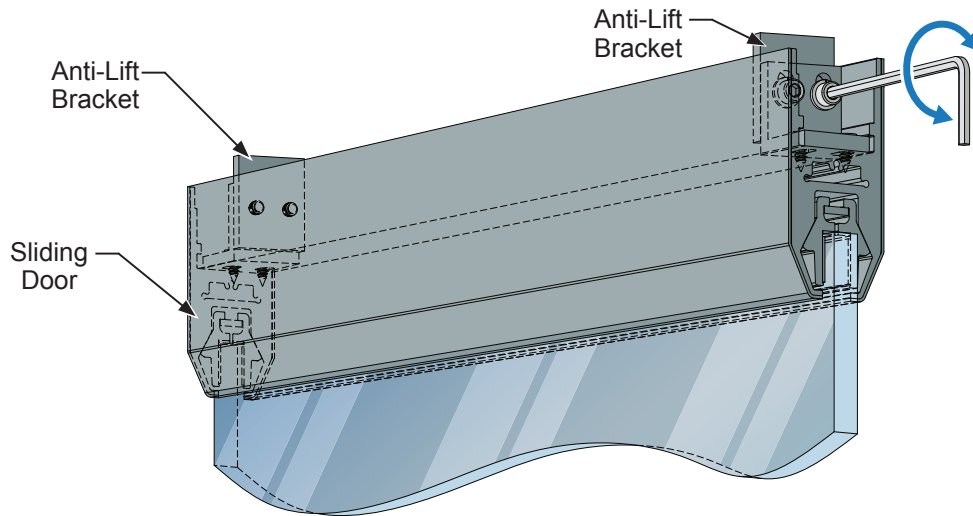


FIG. 17

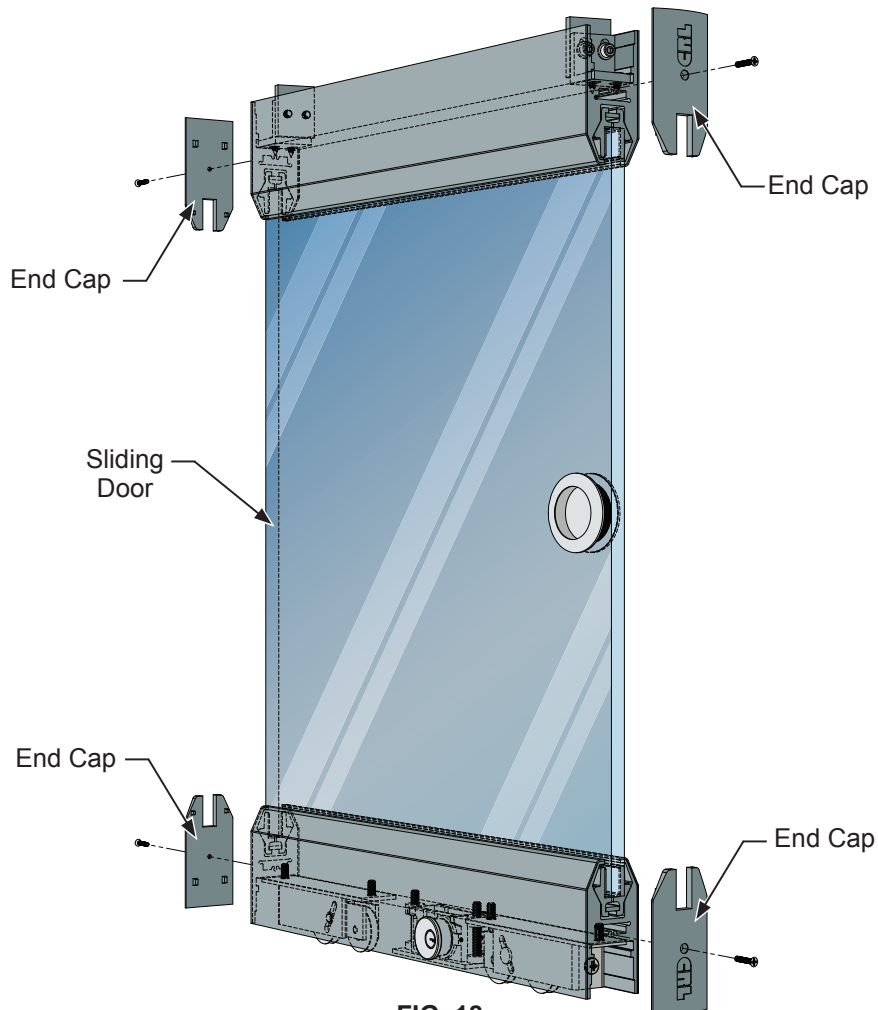


FIG. 18