

These instructions cover the preparation of doors to be fitted into a pocket that has the **CS Pocket Door Track** fitted. Read through the notes carefully before beginning as different mounting plate positions and setups may be required for different configurations.

Preparing Doors for CS Pocket Track

1 Contamination of the top track.

Never drill, nail or screw through the center section of the track. Make sure no dirt, grit or aluminum swarf gets into the track. This could impair the smooth running of the carriages.

2 Preparing the doors.

Drill two holes in the positions as marked (drawing **V1** or **V2**).

Screw both mounting plates to the door. Make sure they are placed exactly in the center of the door thickness.

At the bottom of the door leaf, cut a groove to the dimension and tolerance shown. Make it central of the door thickness and absolutely straight.

Prime/paint the top holes and inside the groove on the bottom.

3 For Bi-Parting (Double) doors (drawing **V2**).

Fit the black plastic stop to the lead mounting plate only.

4 T-Guide (drawing **W**)

Fix the T-Guide to the floor so that it is not visible when the door is in the pocket. The front edge of the T-Guide should sit flush with the final casings.

5 Hanging the doors (drawing **X & Z**, page 2).

If the pocket frame has been supplied with head jamba fitted, remove the jamb from one side to allow access to carriages for mounting and vertical height adjustment (drawing **Z**). When adjusting door height, the wrench should be horizontal to the nut (drawing **Z**).

Refix head jamb once door has been mounted and desired door clearance is achieved.

Insert the carriages into the track through the notched end, taking care not to damage the wheels on the sharp edge of the track.

Position the carriages in the pocket opening approximately where the mounting plates on the door will be located when the door is in the closed position.

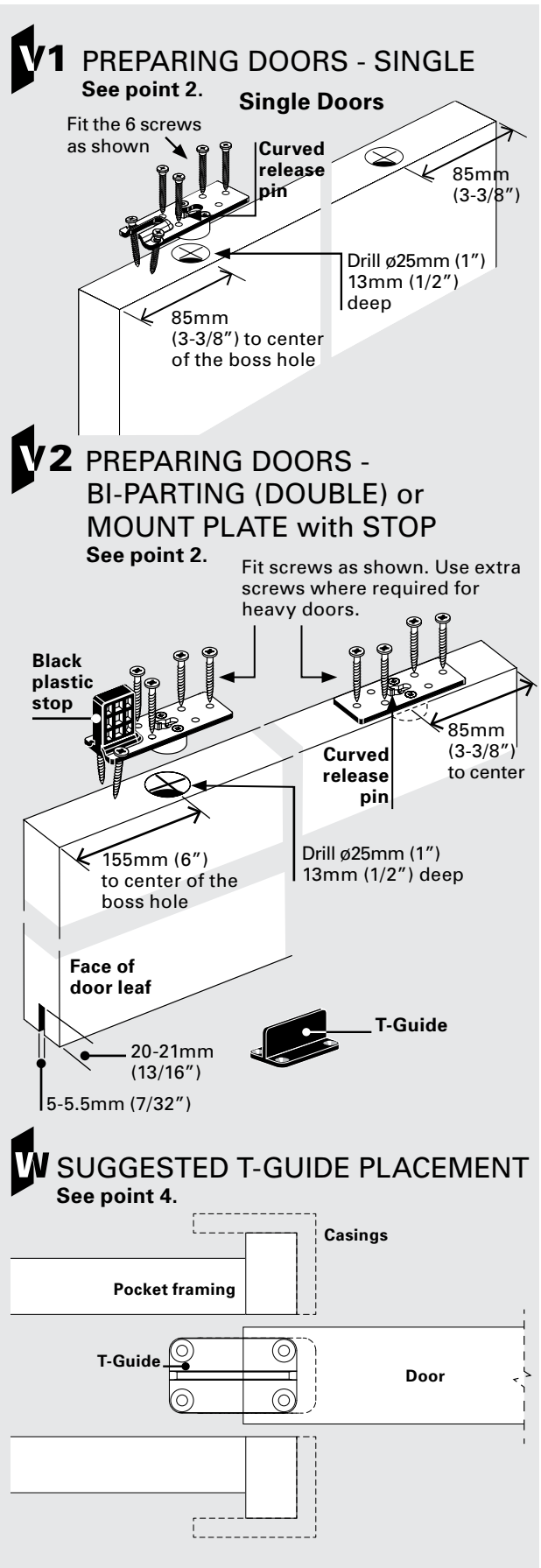
Slide the door over the T Guide and into the pocket.

Align the mounting plates with the hanger bolts of the carriages.

Offer the mounting plate up onto the hanger bolt by lifting the door (you may need someone to help you or use a lever at the base of the door). The head of the hanger bolt should mate with the plunger and sink 1/8" before you can slide the bolt across and lock into place. The plunger should pop back up once it is correctly located.

Adjust door(s) for plumb and desired under door clearance (drawing **Z**).

Go to page **2** (overleaf) →



6 For Double (Bi-Parting) doors (drawing Y).

Slide the track stop into the track (via the carriage removal notch) and loosely tighten so that the track stop is still able to slide.

Use the door to push the track stop to where you want the door to stop. Slide the door away and tighten the track stops using an Allen key.

7 Adjusting the door heights (drawing Z).

Use the small end of the wrench supplied to rotate the hexagonal nut at the bottom of the carriage hanger shaft.

To raise door: Rotate wrench from **left to right**.
To lower door: Rotate wrench from **right to left**.

Note: The hanger shaft fits at the top into a self locking nut. If you lower the hexagonal nut too far, the shaft will become loose from the self locking nut. So: if the turning resistance suddenly feels much easier, you have gone too far.

If you raise the door to the maximum height position, the threaded bolt may contact fixing screw heads. If required, remove hanger bolt from wheel and remove 2-3mm of thread.

8 Removing the door leaves (drawing Z).

Using the spanner supplied, slide the extended end down the threaded part of the hanger shaft of the carriage.

Fit it over the hexagonal nut at the bottom.

Now, (with the extended part of the spanner) press down the curved release pin that points up from the mounting plate.

Once this pin is fully depressed, you can slide the spanner sideways in the direction of that pin.

You will see that the whole carriage, plus the shaft, comes loose from the mounting plate.

It is not always easy to slide the spanner sideways. You could relieve the weight of the doors a little by putting a thin wedge between door and floor.

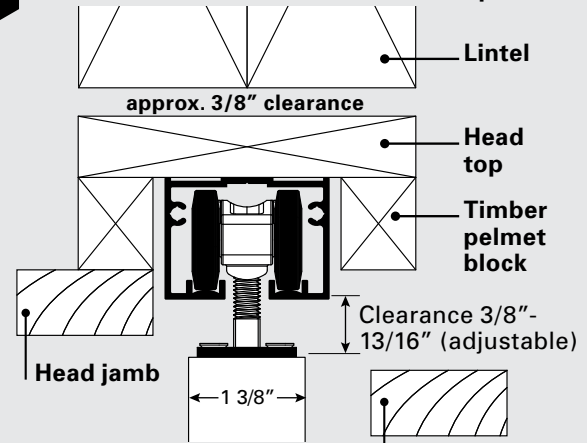
Now do the same with the second carriage.

Remove the black plastic stop that is tightly fitted into the mounting plate by tapping it out in the direction shown using a hammer and drift. (drawing Z).

You can remove the doors now (for painting, repairs etc).

If you also want to take the carriages out, slide them towards the notched / open end of the track.

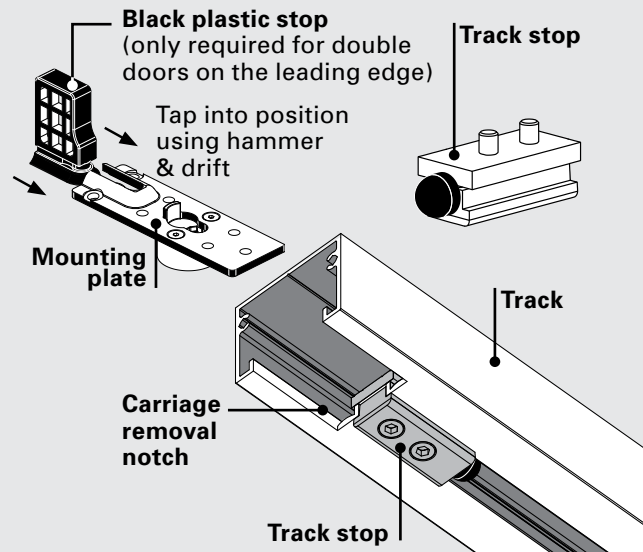
X TRACK CROSS SECTION See point 5.



Screw fix pocket header into lintel/stud when using heavy doors

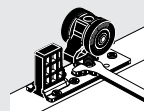
Head jamb (supplied unfixed) Fix after door installation

Y BI-PARTING (DOUBLE) DOORS See point 6.

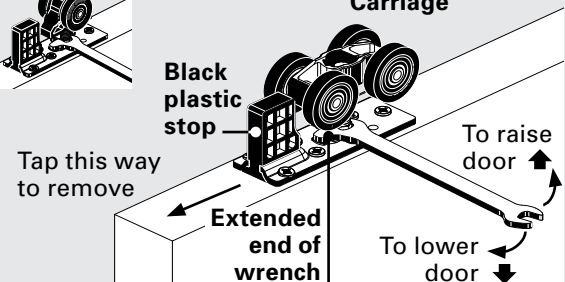


Z ADJUSTING & REMOVING CarriSnap™ CARRIAGES See points 5, 7, & 8.

M6 Carriage



M8 Carriage



Drawings are not to scale.

Keep this "HowTO" handy.
You may need it later on.

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High Quality Sliding Door Hardware