



INSTALLATION INSTRUCTIONS

SERIES 8100 | MULTI SLIDE DOOR SYSTEM POCKET DOOR



ALL WEATHERTM
ARCHITECTURAL ALUMINUM



INSTALLATION QUALITY CONTROL

Performing specific quality control procedures is a critical part of completing any All Weather installation. We recommend the installer fill out the quality control sheet and file as a record of correct and complete installation.

Customer: _____ Phone: _____

Address: _____

Installer: _____ Phone: _____

Where product was purchased: _____

Dealer Contact: _____

RECEIVING AND INSPECTING OF PRODUCT

- ☐ Product was checked upon delivery at job site for correctness and was received as ordered
- ☐ Product was checked and free of damage
- ☐ Any damage or incorrectness was reported immediately to All Weather or the dealer where the product was purchased
- ☐ Product was stored in a dry safe place where it could avoid damage
- ☐ Hardware box contents were checked

PRE-INSTALLATION

- ☐ General Contractor or homeowner has been consulted prior to installation of product
- ☐ Opening is configured correctly and any squaring or level issues have been identified
- ☐ Appropriate size header has been verified for use in opening
- ☐ If applicable, sill pan with Rear Leg (Back Dam) has been fabricated from appropriate material and locates correctly in the depth of the rough opening
- ☐ Overhangs and other necessary design elements are present where appropriate
- ☐ Local codes and practices are being adhered to regarding installation of product
- ☐ Problems pertaining to existing windows, doors and/or rough openings have been reported to responsible party and have been resolved and documented
- ☐ All safety issues related to unsafe site conditions and hazardous materials have been properly addressed and resolved



INSTALLATION

- ☐ All installation materials used have been checked for compatibility
- ☐ Weather resistant barrier and flashing were coordinated with contractor or authority on site
- ☐ If Swing Series, correct orientation of system has been identified. Inswing or Outswing.
- ☐ If Slider Series (including Stacking and Pocketing Series), location of operable and non-operable panels has been checked
- ☐ If Bi-Fold Series, panel sequence has been checked from right to left, as seen from exterior
- ☐ Frame has been sealed and joined at all points indicated in instructions
- ☐ Opening checked for correct dimensions
- ☐ Frame is installed at correct depth within the opening
- ☐ Frame has been installed square, level and plumb
- ☐ Plastic shims were utilized under sill when required
- ☐ Jambs were shimmed to prevent rolling
- ☐ Head track installed with the appropriate crown over width of frame
- ☐ Installation holes prepared correctly
- ☐ Sealant was applied to sill installation holes prior to inserting screws & top of screw heads once applied
- ☐ Correct fastener placement has been followed as directed by manufacturer
- ☐ Proper operation and adjustment has been achieved
- ☐ Product was installed as directed by the Manufacturer

FINAL CHECK OF INSTALLATION

- ☐ Frame has been checked for level, square and plumb
- ☐ All horizontal and vertical adjustments have been made so that proper reveals are present and product is operating as designed
- ☐ Weep holes have been checked and free of obstruction and debris
- ☐ All trash has been discarded
- ☐ All hardware has been installed correctly and checked for proper operation
- ☐ Product has been closed and locked and recommended to not be used as thoroughfare by other trades.
- ☐ Product is protected from damage
- ☐ Final inspection of weather proofing and operation has been performed
- ☐ Job has been turned over to contractor or other responsible party with approval
- ☐ Other _____

IMPORTANT

All Weather recommends that installers return to site and perform a final check of installation. **Namely that the header has not sagged under structure settlement and/or weight and necessary adjustments have been made prior to installation of exterior siding/stucco and interior finishes.**

Where applicable, each of the items checked above have been properly reviewed, verified and completed as part of my field quality control check prior to turning over the job to the responsible party/approving authority.

Installer's Signature: _____ Date: _____



THANK YOU FOR PURCHASING FROM ALL WEATHER.

ALL WEATHER INSTALLATION AND WARRANTY INFORMATION

The following instructions are to be used for All Weather assembly and installation.

Limited warranty varies based on job type. A copy of the limited warranty and the comprehensive care and maintenance guide can be found at www.allweatheraa.com.

Failure to follow factory assembly, installation and maintenance instructions will void the manufacturer's limited warranty. All visible defects must be reported before installation and finishing.

These instructions are the property of All Weather Architectural Aluminum and may not be duplicated, altered or distributed for any purpose whatsoever without the express written permission of All Weather.



THE MOST IMPORTANT CRITERIA FOR A SUCCESSFUL JOB ARE A SQUARE OPENING, A RIGID HEAD AND A CLEAN TRACK.

It is recommended that All Weather doors are installed with at least two people; one person handling the door panels and the other attaching and adjusting hardware.

The installation of your door system requires that the sill, head and jambs are perfectly straight and square. It is recommended that the head be installed with a slight bow upward (amount specified in installation instructions). The sill should be installed flat and straight, ensuring that there is no upward bowing. The frame should be checked for square and twist.

Assembly screws are provided by All Weather. Be sure to clean any metal shavings from the head track to avoid damage to the rollers.

Ensuring your frame is square, plumb, and attached properly to an adequate header will alleviate problems in the future.

Installation of flashing to ensure a proper water seal is the responsibility of the installer. Local codes and building practices should be applied.

All Weather doors require sill pans with rear leg (back dam) and recommends consultation with a water proofing consultant for an adequate drainage system.

***IMPORTANT NOTICE* – READ PRIOR TO INSTALLATION.**






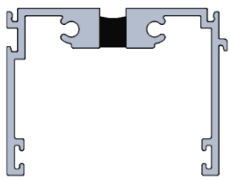
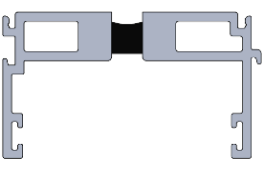
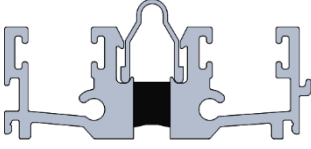
An All Weather system is a specialty product that you cannot assume to be a standard installation of a typical door or window.

All Weather products should be installed with overhead protection to prevent the effects of sheeting water from above.

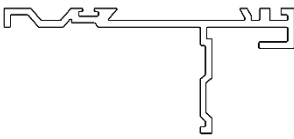
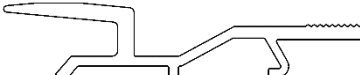
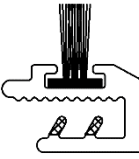
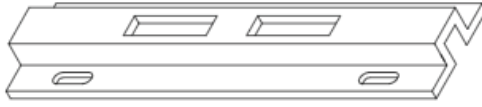
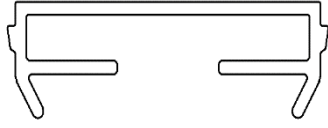
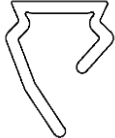

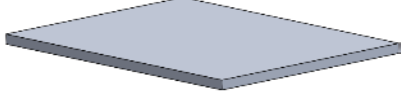
We recommend that a professional waterproofing consultant be used to properly integrate our products into the weather barrier of the wall structure.



PROVIDED ASSEMBLY FASTENERS & PARTS

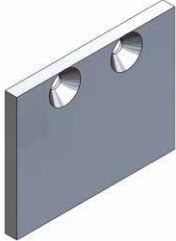
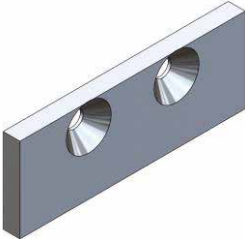

PART	PICTURE	DESCRIPTION	PURPOSE
1		#10-12 x 3" Square Drive Pan Head Grade 18-8 Type A Point Stainless Steel Sheet Metal Screw	To secure the keeper onto the door jamb and building frame through 4 slotted holes.
2		#8-15 x 1½" Square Drive Pan Head Grade 18-8 Type A Point Stainless Steel Sheet Metal Screw	To fasten the door frame components together. 8 per track will be needed.
3		.18" x 12" Black Rigid PVC Track Clip	To Connect multiple Head and Sill Assemblies together via the Frame connecting grooves.
4		3mm x 30mm Spring Roll Pin	To Connect multiple Head and Sill Assemblies together via the Screw holes.
5		Black PLA Roller Track Connector	To Connect multiple Head and Sill Assemblies together via the Frame roller track grooves.
6		2" x 1.6" Head Track	To guide the sliding panel, top member of door frame.
7		2" x 1.1" Jamb Track	Frame member. To collect panels and provide a seal for panels when in the closed position. The keeper will be mounted on the inside of the jamb.
8		2" x .75" Sill Track	Frame sill member. To provided a weight bearing member and track for the panel rollers to travel on.

PROVIDED ASSEMBLY FASTENERS & PARTS

PART	PICTURE	DESCRIPTION	PURPOSE
9		3.1" x 1.3" Pocket Wall Profile	This part mounts to the pocket opening on both sides. It provides a location for the pocket interlock to be mounted. It also features a stucco return.
10		2.2" x .4" Pocket Interlock	Prevents pocket panel from bypassing the pocket. Provides a seal for the door when closed.
11		.5" x .3" Weather Strip Holder	This part connects to the pocket interlock to provide a seal when the pocket panel is in the closed position.
12		Keeper	To provide the panel hooks on an active panel channels to lock into, to keep the panel secured into the frame.
13		1.8" x 1.6" Trim Cap	To cover and protect the track pockets on the jambs that will not be used by the panels.
14		.4" x .6" Threshold	To cover and protect the track pockets on the sills that will not be used by the panels.
15		Pocket Closure Plate (Aluminum, size varies based on door)	This part mounts to the pocket panel on the jamb that travels inside of the pocket. It hides the internal frame and keeps items from going into the pocket in the closed position.
16		Pocket Closure Support Bracket (Aluminum, size varies based on door)	To support and provide rigidity to the pocket closure plate. One will be needed at the top, middle, and bottom of each pocket closure plate.



PROVIDED ASSEMBLY FASTENERS & PARTS

PART	PICTURE	DESCRIPTION	PURPOSE
17*		Head Track End Cap (*for staggered track doors only)	Designed for aesthetic purposes to cover the exposed head track faces in the location the staggered tracks terminate.
18*		Sill Track End Cap (*for staggered track doors only)	Designed for aesthetic purposes to cover the exposed sill track faces in the location the staggered tracks terminate.
19*		10 x 1" Phillips Drive Flat Head Self Drilling Screw (*for staggered track doors only)	To fasten the track end caps to the exposed track faces.



Note: Opening should be flashed with the appropriate flashing material to meet industry standards. Please refer to Federal Specification UU-B-790a and AAMA 2400-02.

Disclaimer: Each installation job has its unique set of challenges and circumstances. Because of that, the provided set of installation instructions for All Weather Architectural Aluminum products is meant only to serve as a set of standardized guidelines and NOT necessarily a strict manual to follow regardless of situation.

As a professional, it is incumbent upon you and your team to identify instances that do not align with the Installation instruction requirements. All installations must comply with AAMA specifications.

Accordingly, All Weather does not assume responsibility, and disclaims liability for damage, loss, or expense arising from improper use or application of these installation instructions.

FRAME INSTALLATION

1. The pocket should be open on at least one side until after the door installation is complete.
2. Verify that the rough opening is the correct size to assure the door will fit in the opening.
3. Check to ensure that the floor where the door will be installed is level. If the floor is not level and varies more than $\frac{1}{16}$ " per foot or a total of $\frac{1}{4}$ " over the entire width of the opening, correct the floor prior to installation.
4. Remove the frame components from its packaging and lay it out in front of the opening.
5. For doors with multiple tracks, attach adjacent heads, sills, and jambs using track clips (Part #3). Figure 1 shows the junction of three sills via track clips. Track clips can be pressed or hammered into place.

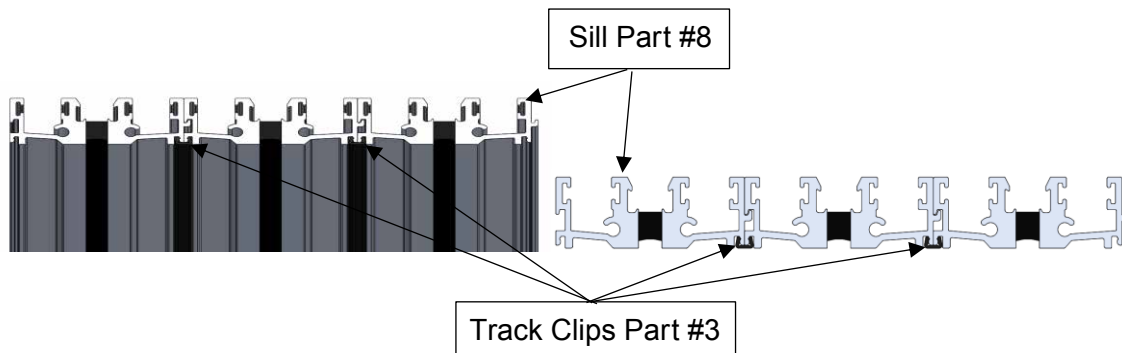
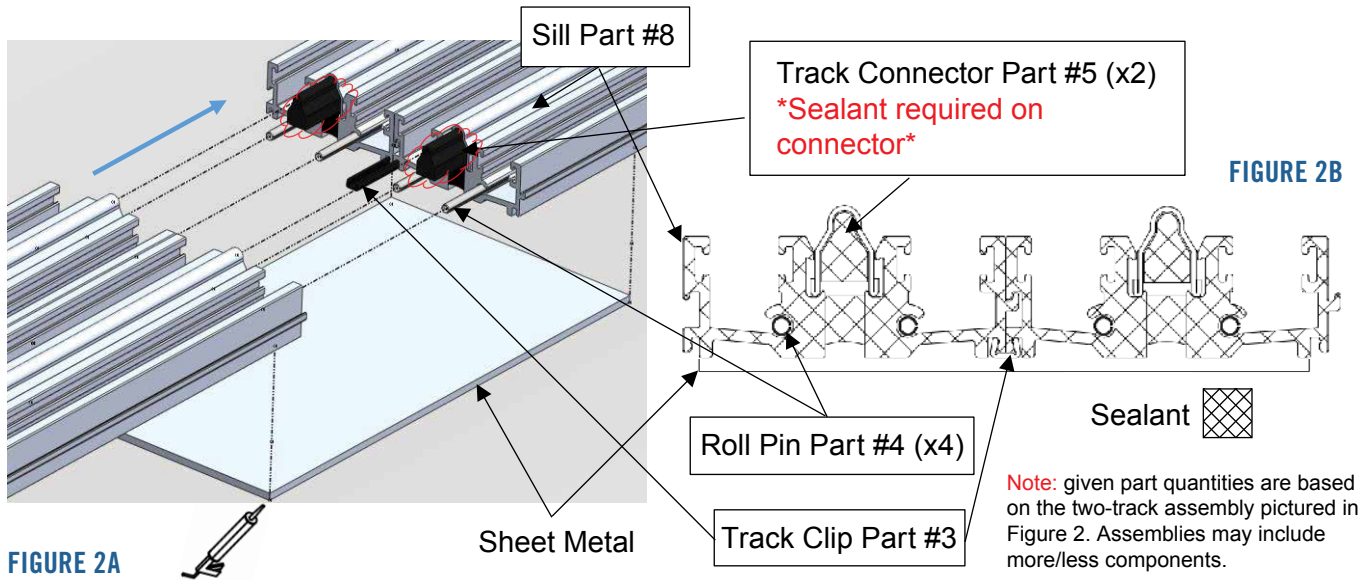
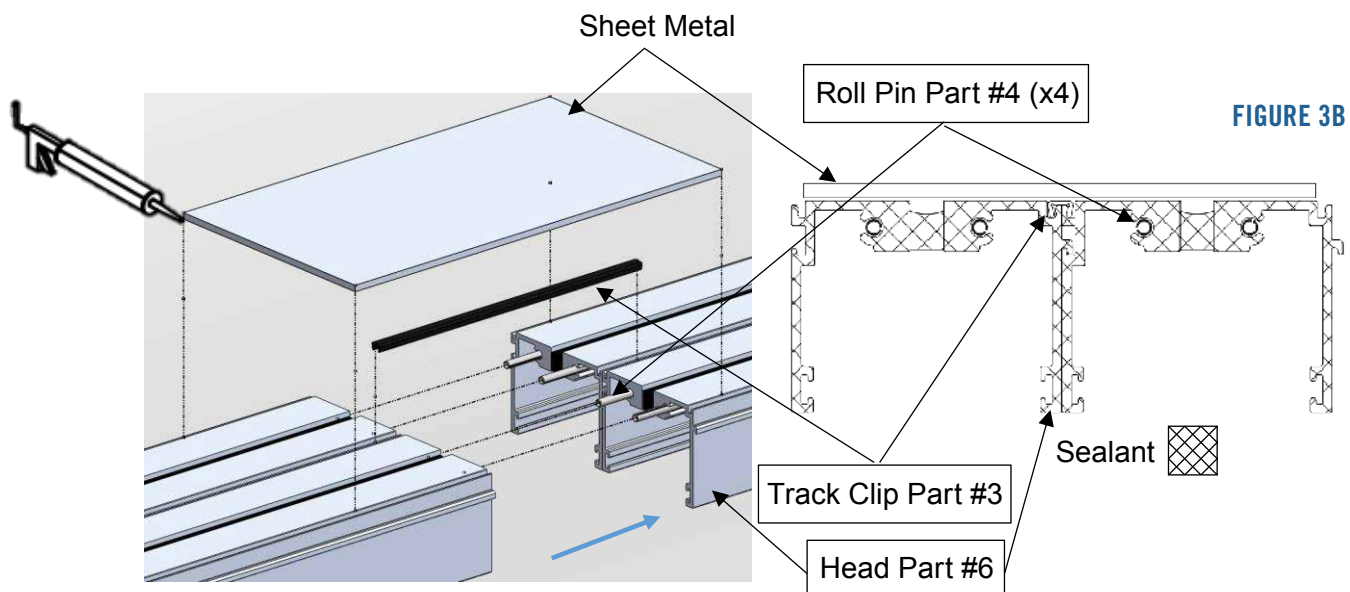


FIGURE 1

6. Splicing is required for doors wider than extrusion stock length. If splicing is required, consult Figures 2a-3b. To splice the sill (Figure 2a), insert roll pins (Part #4) halfway into screw channels. Coat track connectors (Part #5) in sealant (Sealant should conform to AAMA 802.3-16 and 803.3-16) and slide halfway into metal track. Cover cross-sectional face with sealant as shown in Figure 2b and join the components by sliding one track into the other. For multiple track doors (such as Figures 2a and 2b), ensure that track clip (Part #3) crosses over the splice. Lastly, fasten a piece of appropriately sized sheet metal over the junction using sealant. Sheet metal width varies based on number of tracks (consult figures 2b, 3b), and length should be double the width.

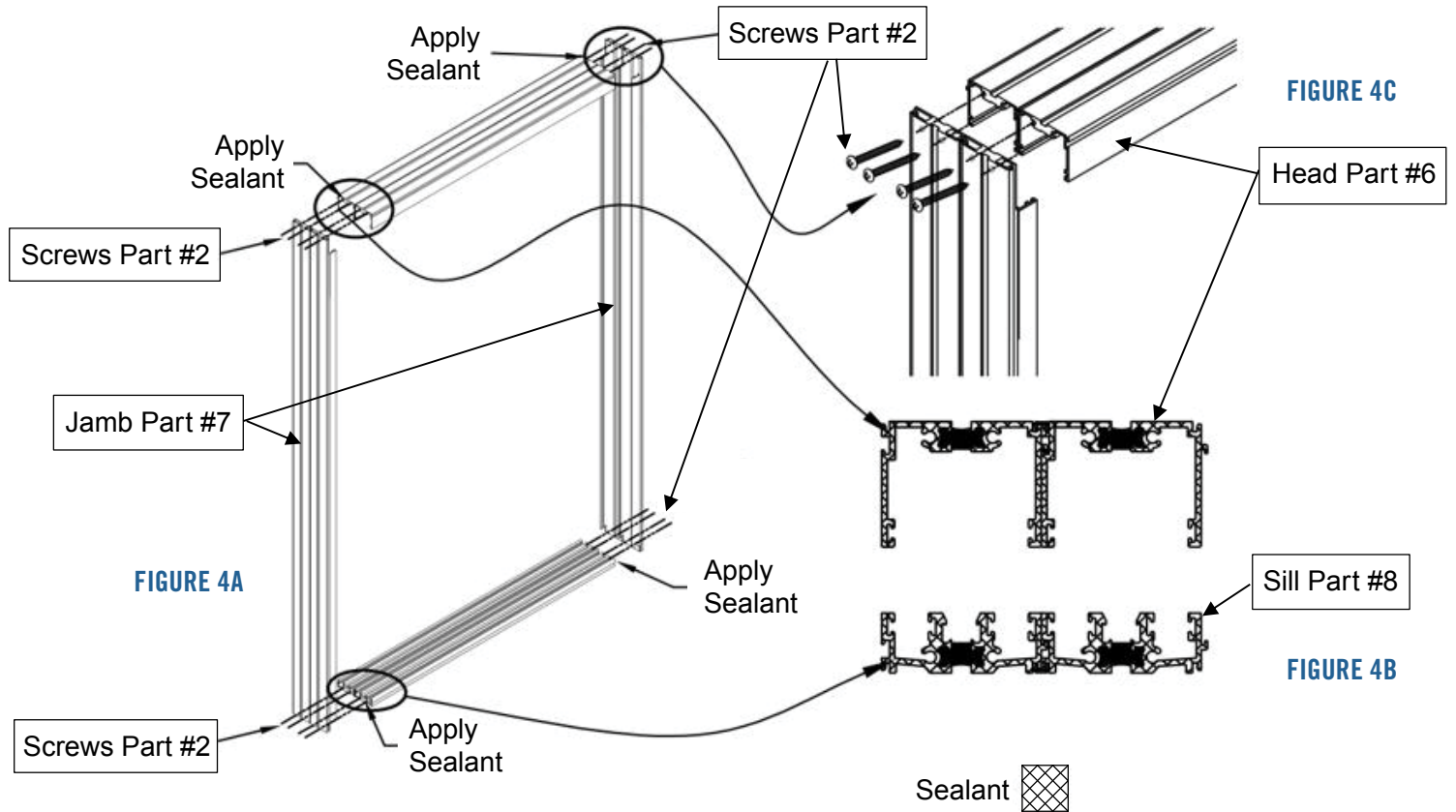


7. To splice the head (Figure 3a), insert roll pins (Part #4) into the head screw channels. Coat the entire cross section in sealant as shown in figure 3b, join components, and ensure track clip (Part #3) crosses over the splice (if multiple track door). Lastly, attach a piece of sheet metal over the junction using sealant.





8. Prepare frame by applying compatible sealant around the perimeter of both ends of the frame head (Part #6) and sill (Part #8). Use the screws (Part #2) provided in the hardware box (Use sealant to lubricate screws) and assemble the frame as shown in figures 4a, 4b, and 4c.





9. Prepare rough opening by checking diagonal dimension of opening to verify square and apply water resistant barrier as shown in figure 5a. Use steps A through C for applying water resistance barrier. Use step D for installation of sill pan.

A. 12" Sill Wrap (3" wrapped into opening); Overlaps where sill Self-Adhering Sheet Membrane (SASM) will be by 1" (Self-adhered flashing is optional)

B. 12" Jamb SASM (3" wrapped into opening), overlaps Sill SASM by 1" and runs 2" beyond header opening

C. 6" Header Wrap (3" wrapped into opening), overlaps jamb SASM by 1"

D. (Sill pan is recommended on all door installs) Apply a $\frac{3}{8}$ " bead of sealant around the perimeter of the bottom side of the sill pan as shown in figure 5b (Sealant should conform to AAMA 802.3-16 and 803.3-16). Apply glue on the sill in the opening to secure the sill pan.

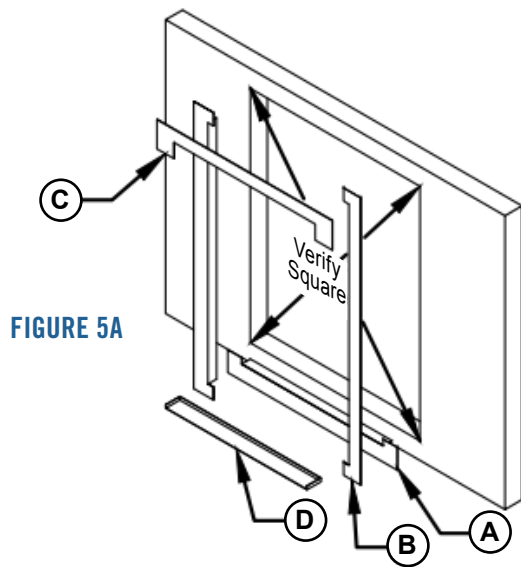


FIGURE 5A

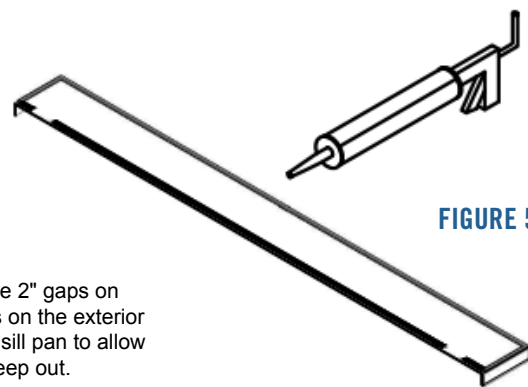


FIGURE 5B

Note: Leave 2" gaps on either ends on the exterior side of the sill pan to allow water to weep out.

10. Make sure that each corner joint of the frame has sufficient sealant. Apply additional sealant to the corner joints as necessary to ensure a watertight seal as shown in figure 6.

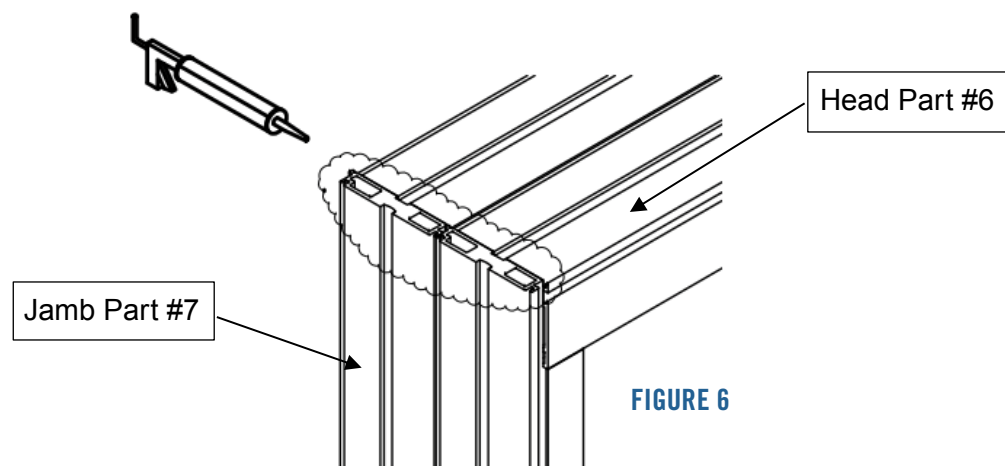


FIGURE 6

11. Apply a continuous bead of sealant across the entire sill of the opening and pocket where the door frame will sit, including a bead of sealant between the sill pan and frame on the interior side as shown in figure 7a, then insert door frame into the opening and pocket as shown in figure 7b. (Sealant should conform to AAMA 802.3-16 and 803.3-16). After frame is installed, seal all 4 corners per detail 7b and 7c. Make sure the exterior and weeps are not covered with sealant to allow water in the tracks to weep out. Install screws where there are shims on the sill.

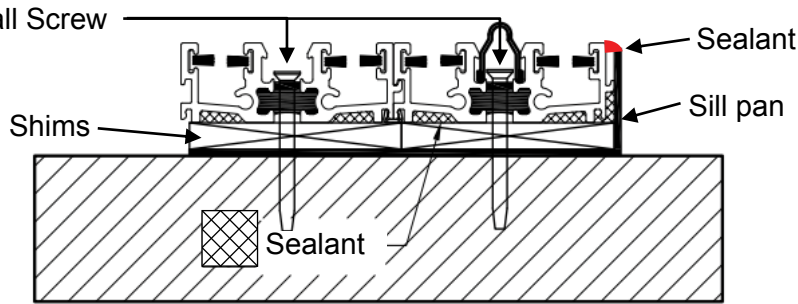


FIGURE 7A

FIGURE 7C

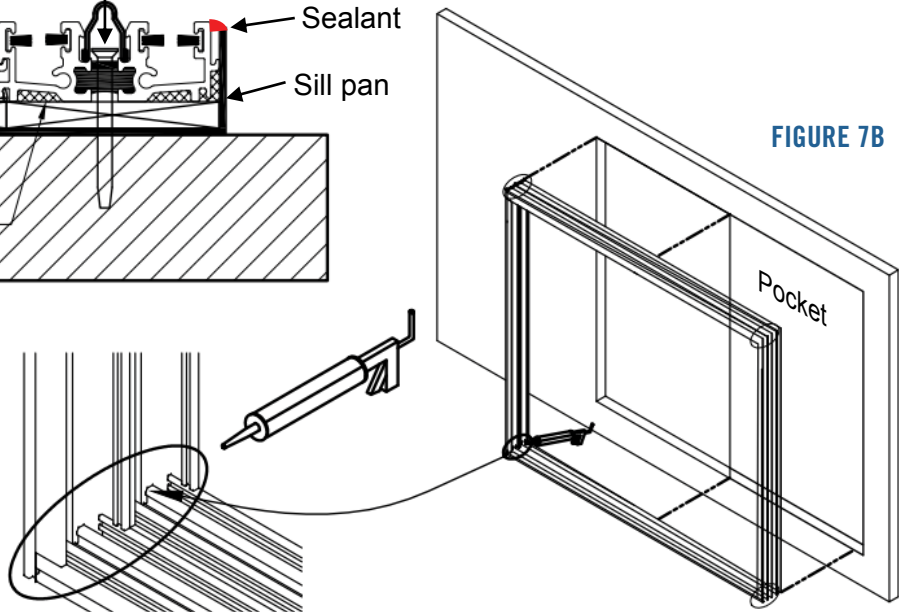


FIGURE 7B

12. Secure door frame to the opening using appropriate fasteners. Install screws as shown in figure 8a; spacing to be as shown in figure 8b where A = 12" and B = 3". Cross measure and use shims as necessary to adjust the door frame so that the door frame is plumb, level and square. Seal all the fasteners with compatible sealant.

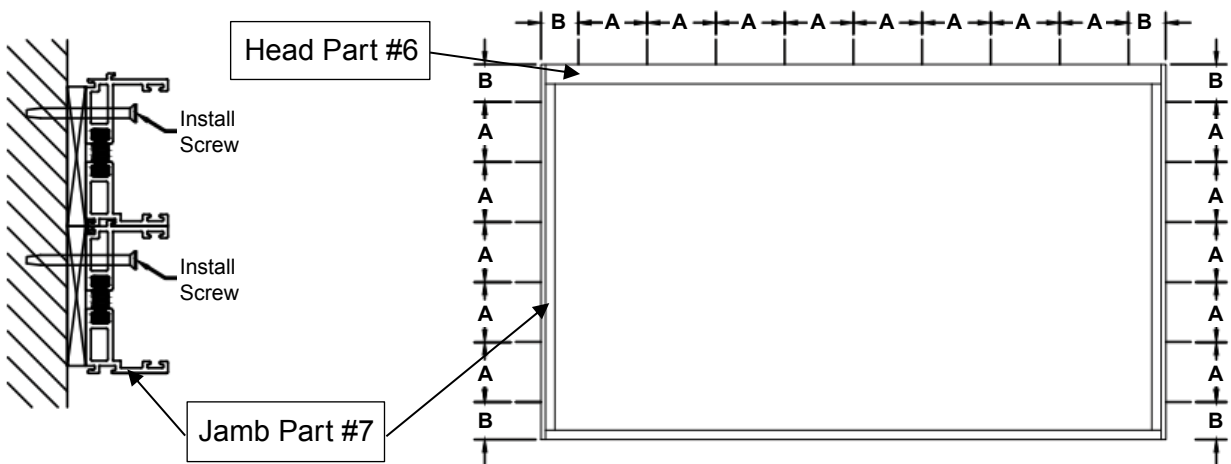


FIGURE 8A

FIGURE 8B

13. Apply backer rod and compatible sealant to the interior joint between the frame and the rough opening as shown in Figures 9a and 9b.

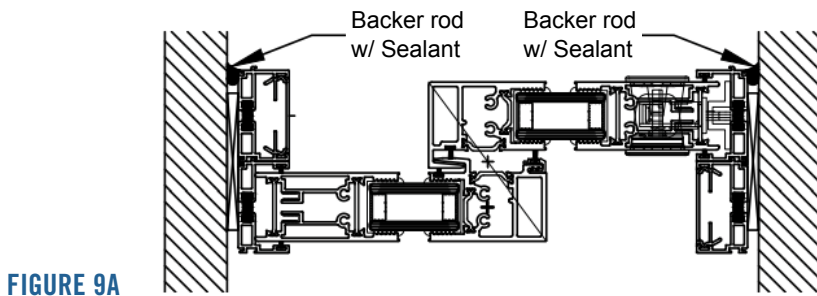


FIGURE 9A

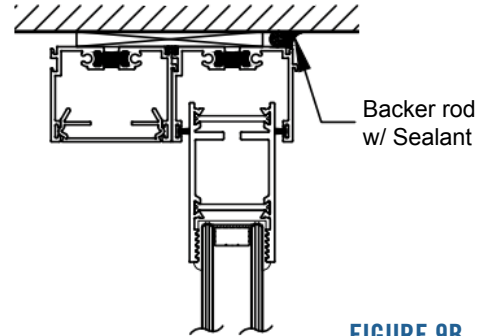


FIGURE 9B

PANEL INSTALLATION

14. In order to keep the rollers from interfering with the sill during installation, it is recommended to temporarily fasten a piece of string around the bottom of the panel inside the roller cavity, as shown in Figure 10a. The string should have enough tension to hold the rollers upright.



FIGURE 10A

15. If you have a staggered track door, you will need to temporarily remove the head and sill track end caps (Part #17, #18) to avoid clearance issues. For info on removing and installing staggered track end caps, consult Appendix A. Install the interior panel into the second closest track and slide it into the pocket halfway. Once in position, move panel to the interior track. Then install remaining panels so that the interlocks overlap correctly, per figures 10b and 10c. Use a putty knife if necessary to lift rollers over the roller track. Once in place, remove the string from under the rollers.

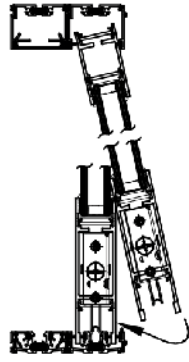


FIGURE 10B

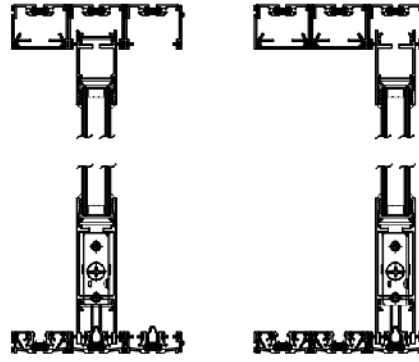


FIGURE 10C

16. Once all panels are installed, affix pocket closure plate (Part #15) and pocket closure support brackets (Part #16) to the pocket panel as shown in figure 11b. The pocket closure plate runs the span of the pocket panel, while the pocket closure support brackets should be positioned at the top, middle, and bottom of the panel. Use #8 x 1" self-drilling screws every 12 inches down the jamb of the pocket closure plate and use 3 screws through each pocket closure support bracket. Holes on the pocket closure support bracket should be pre-drilled to $\frac{1}{8}$ " and positioned as shown in figure 11a.

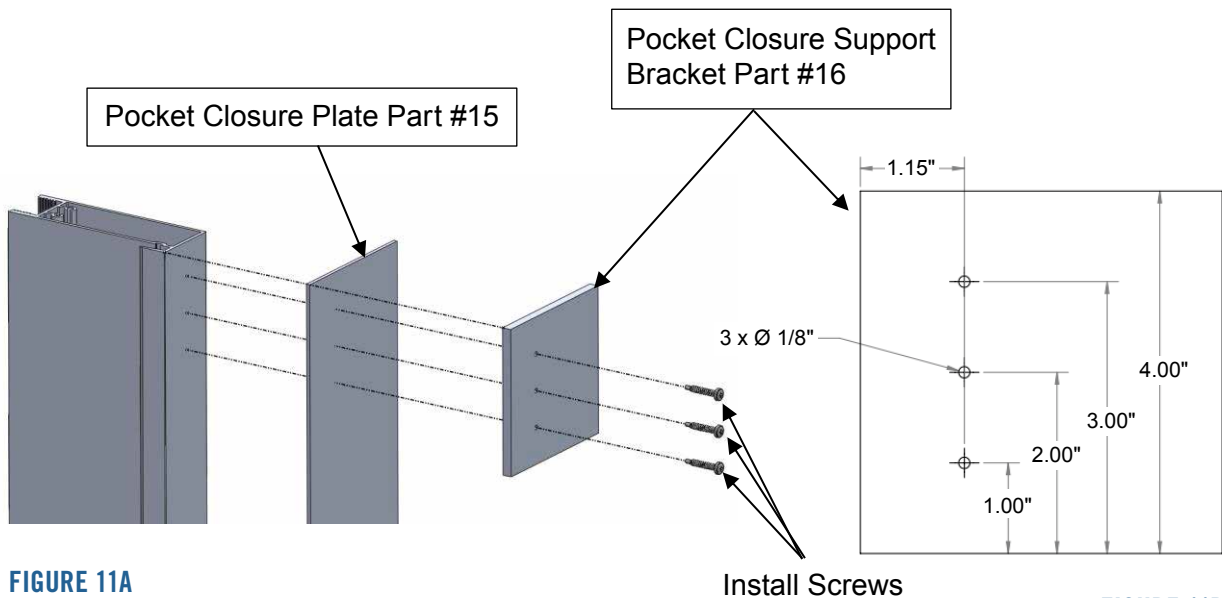
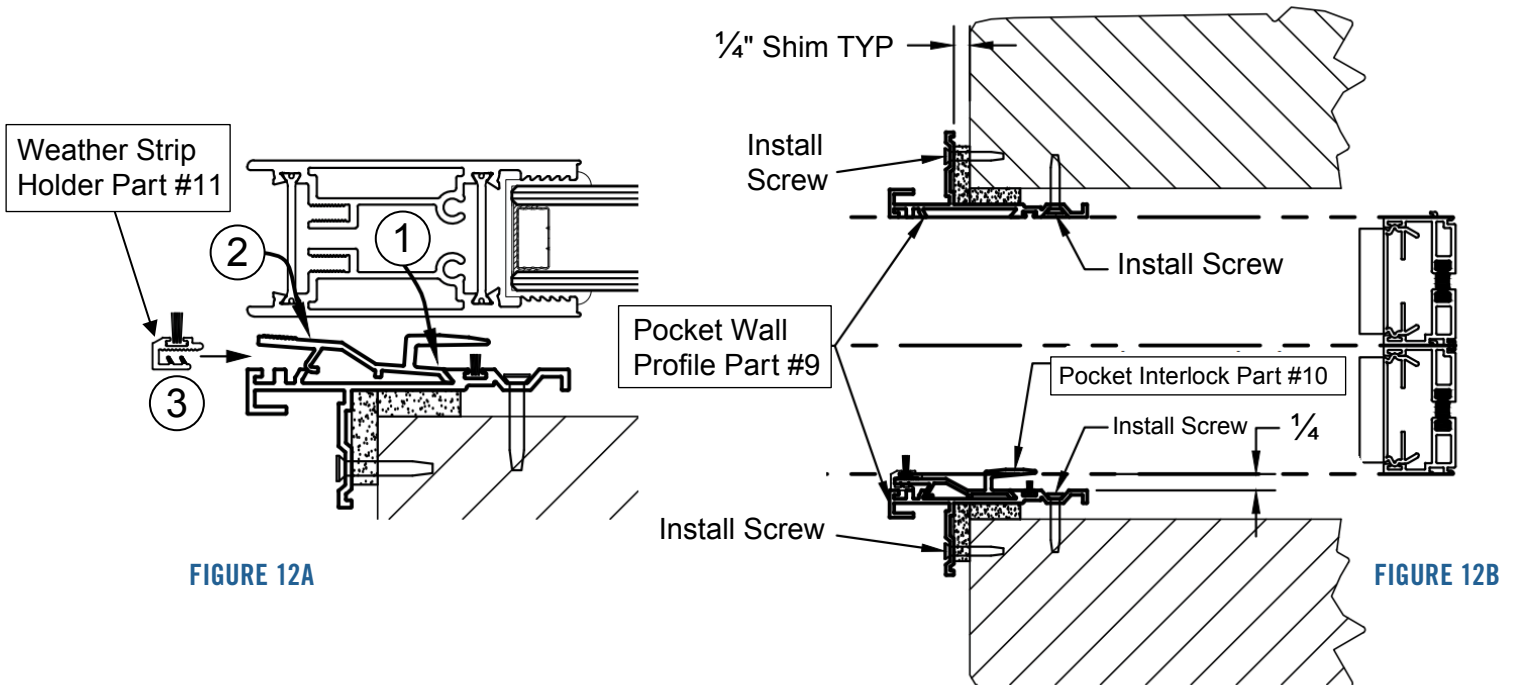


FIGURE 11A

FIGURE 11B

17. Once the frame is installed, install the Pocket Wall Profiles (Part #9) leaving a $\frac{1}{4}$ " gap between the frame and the pocket wall profile with the pocket interlock (Part #10) as shown in figure 12b. Install screws through the screw races to secure the pocket wall profile. Screws should be spaced every 18". Once the pocket wall profiles have been installed, install the pocket panel and make roller adjustments for smooth operation.
1. After the rollers have been adjusted, push the panel into the pocket and install the pocket interlock (Part #10) by snapping in starting with inserting the side with the hook.
 2. Next, press the pocket interlock (Part #10) in place as shown in figure 12a.
 3. Lastly, press the weather strip holder (Part #11) into the pocket interlock.



If the pocket panel needs to be removed, pull the weather strip holder off the pocket interlock and remove the pocket interlock with a flathead screwdriver as shown in figure 12c starting from the top or bottom.

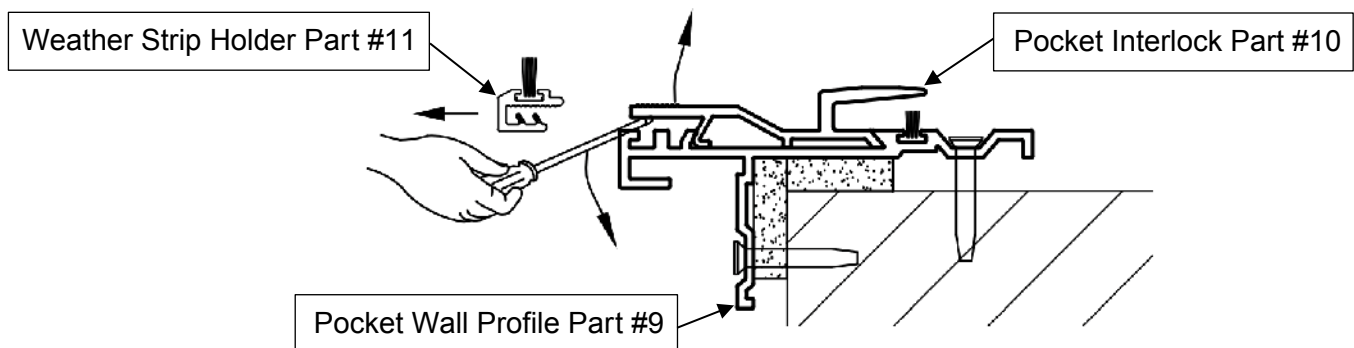


FIGURE 12C

18. Temporarily adjust the panel upward by lifting the panel and turning the adjustment screw shown in figure 13a clockwise as shown in figure 13b until the rollers regain contact with the track. It is important to physically lift the panel while adjusting upward so that the adjustment screw does not strip due to the weight of the panel. Adjust the rollers of the active panels by turning the adjustment screw shown in figure 13a to achieve proper alignment of the door panels (it is easier to adjust down than up). Turn screw clockwise to raise the panel and counterclockwise to lower the panel as shown in figure 13b.

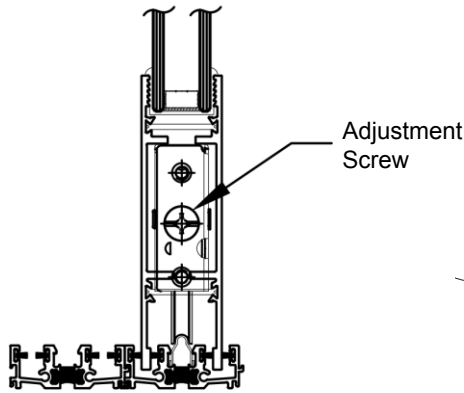


FIGURE 13A

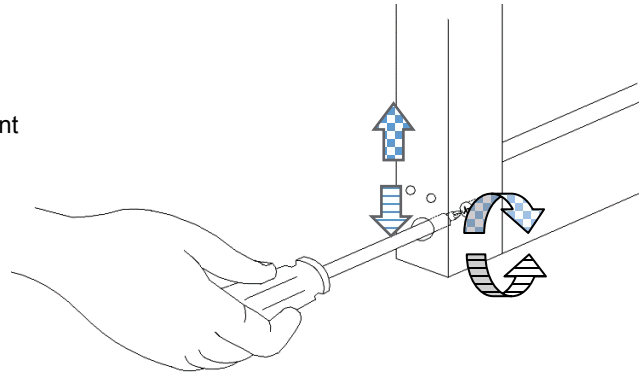


FIGURE 13B

19. After the final roller adjustments, install the keeper (Part #12) into the lock side jamb (Part #7) by aligning with the lockset hooks on the panel and marking the location of the keeper's four screw holes onto the jamb. Next, pre-drill holes in the jamb at the marked locations using a $\frac{1}{8}$ " - $\frac{3}{16}$ " drill bit. Lastly, fasten the keeper to the jamb with screws (Part #1) as shown in figure 14a (use sealant to lubricate screws). After the keeper has been installed, adjust the throw on the hooks of the lockset to ensure a tight fit when the door is closed and locked by turning the adjustment screw located between the hooks shown in figure 14b.

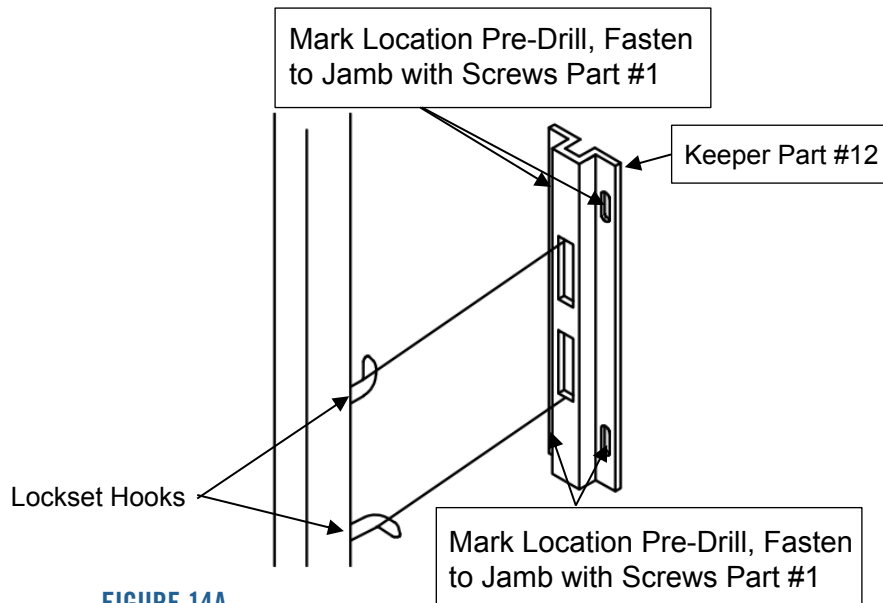


FIGURE 14A

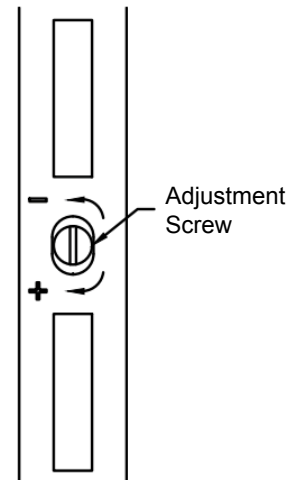


FIGURE 14B



TRIM CAP INSTALLATION

FOR PX AND XP DOOR

20. Take the longest trim cap pieces (Part #13) and install into the exterior jamb track (Part #7) of the operable side shown in figure 15a and interior jamb track of the fixed side as shown in figure 15b.

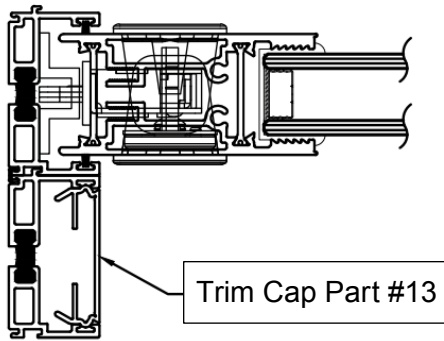


FIGURE 15A

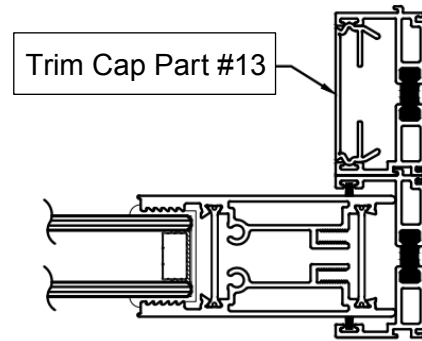


FIGURE 15B

21. Install the threshold (Part #14) into the exterior sill track (Part #8) and install the smallest trim cap (Part #13) into the head exterior track (Part #6) shown in figures 16a and 16b.

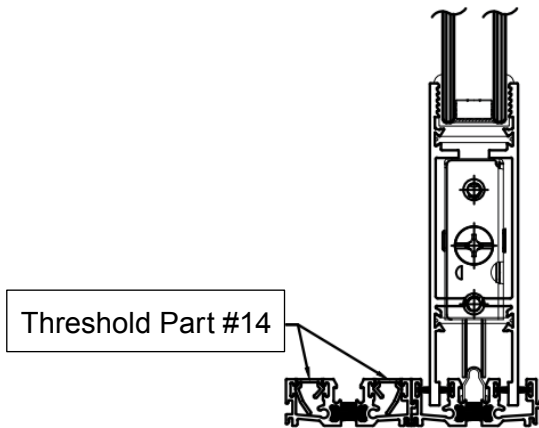


FIGURE 16A

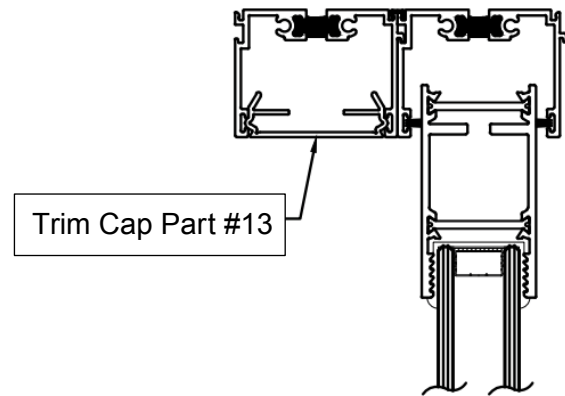


FIGURE 16B

FOR PXXP DOOR

22. Install thresholds (Part #14) into the exterior sill track (Part #8) shown in figure 17a then install the trim cap that is the same length as the threshold into the exterior head track (Part #6) shown in figure 17b.

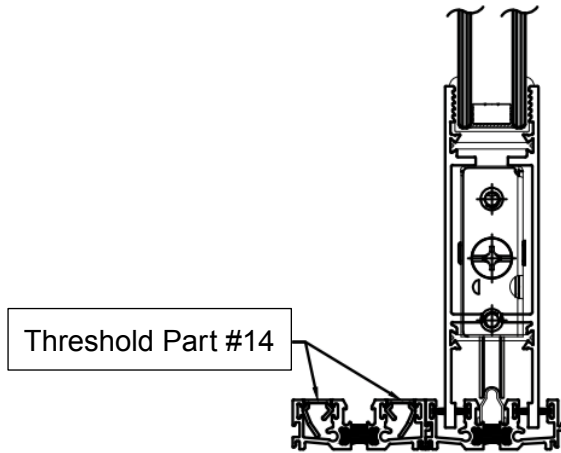


FIGURE 17A

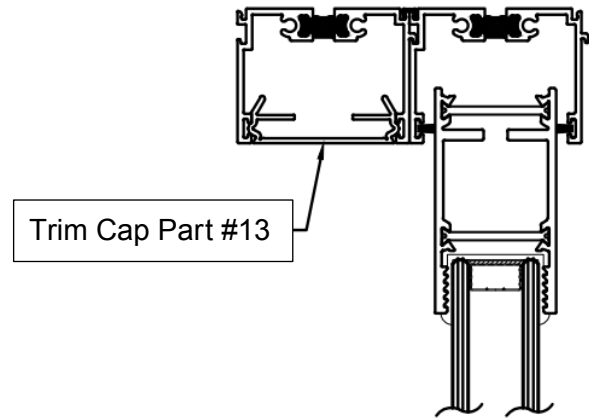


FIGURE 17B

FOR PXX OR XXP DOOR

23. Install the longest trim cap pieces (Part #13) into the exterior and center jamb tracks (Part #7) on the operable side as shown in figure 18a then install the other two trim caps that are the same length into the interior and center jamb tracks shown in figure 18b.

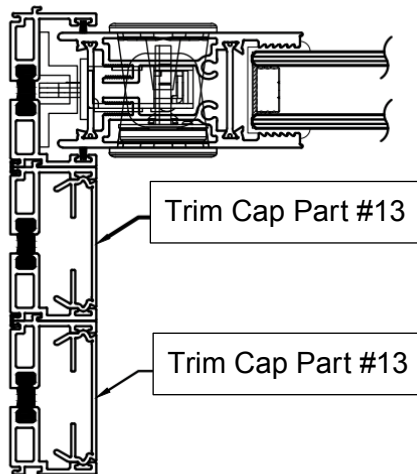


FIGURE 18A

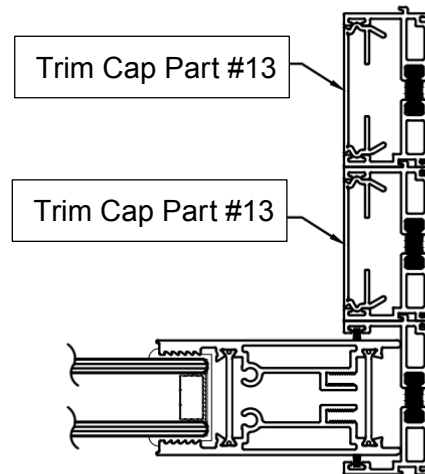


FIGURE 18B



24. Install thresholds (Part #14) into the exterior and center sill tracks (Part #8) shown in figure 19a and the trim cap (Part #13) of the same length into the exterior and center head tracks (Part #6) shown in figure 19b.

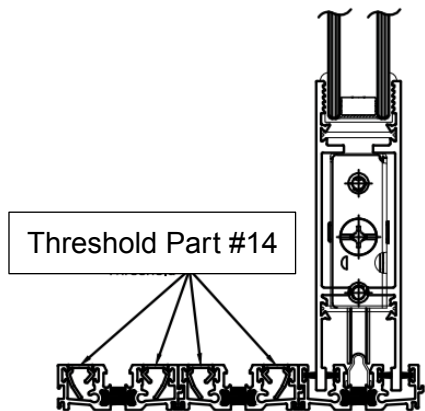


FIGURE 19A

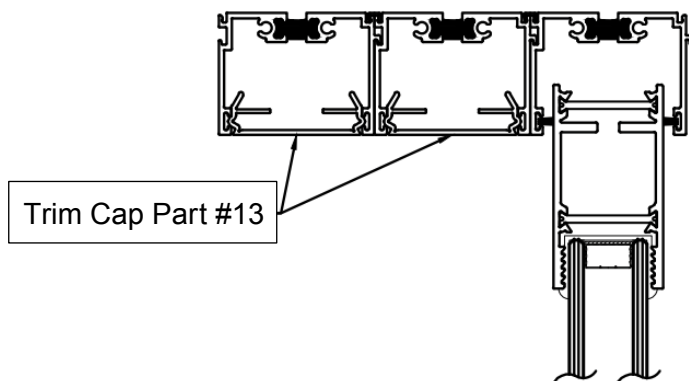


FIGURE 19B



APPENDIX A:

TRACK END CAP REMOVAL AND INSTALLATION (FOR STAGGERED TRACK DOORS ONLY)

For staggered track doors only, assemblies come with sill and head track end caps attached (Part #17, #18). These are designed for aesthetic purposes to cover the exposed head and sill track faces in the location the staggered tracks terminate. To remove the end caps for panel installation, simply unscrew the screws (Part #19) from the head or sill screw channels and remove the caps. When reattaching after panel installation, the track faces should be coated in sealant, and the end cap screwed back onto the face via screw channels as shown in Figures 20a and 20b.

