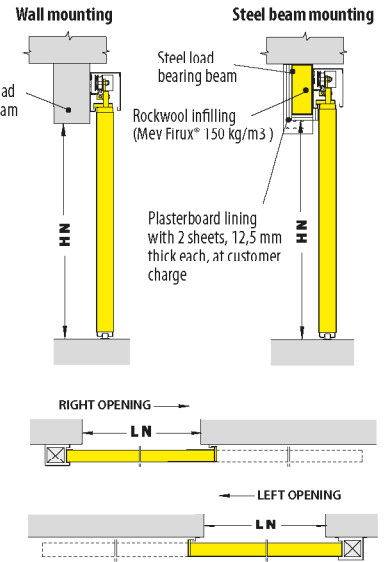
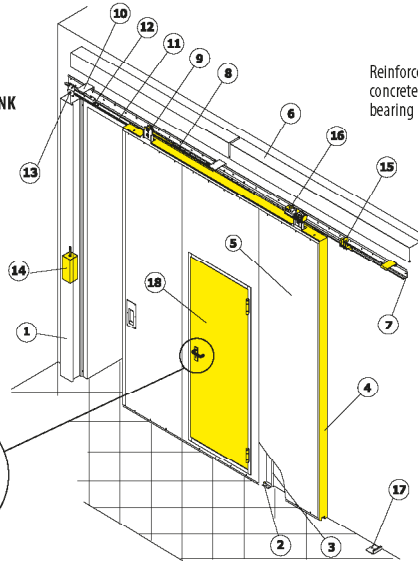


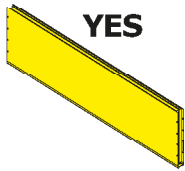
- INSTALLATION INSTRUCTIONS -

- 1) Counter-weight box
- 2) Ground level driving drum
- 3) Wall vertical labyrinth
- 4) Wing vertical labyrinth
- 5) Modular panel
- 6) Guide guard
- 7) Load bearing guide
- 8) Wing upper horizontal labyrinth
- 9) Bogie
- 10) Guide guard supports
- 11) Pulling rope
- 12) S.A.M.
- 13) Pulling rope driving pulley
- 14) Counter-weight
- 15) Electromagnet / wing end-of-stroke stop
- 16) Viscotroller®
- 17) Ground level end-of-stroke stop
- 18) Pedestrian door (optional)

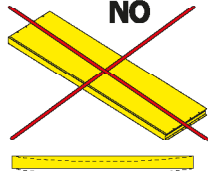
THE DOOR WORKING CORRECTLY IS ALSO DUE TO THE CORRECT MOUNTING. WE WOULD LIKE TO THANK THE INSTALLERS FOR THEIR CARE, ATTENTION AND COLLABORATION.



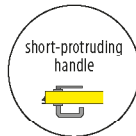
HANDLE AND MOVE WITH THE UTMOST CARE



Always keep the panels in a vertical position, likewise when packaged



Uncorrect handling of the panel may cause permanent distortions, such as bending, waving, etc.



Handle with adequate fork-lifts.

Don't knock or bend the panels.

Don't step on the panels and accessories.

Handle with care. Incline the container at the discharge.

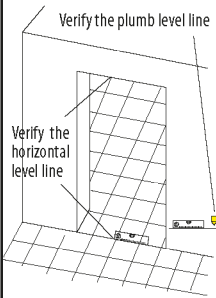
Don't expose to sun light or adverse weather conditions.

Keep covered. The truck must be covered.

Installation to be carried out by qualified and experienced staff.

Packing and mix of accessories checked before delivery.

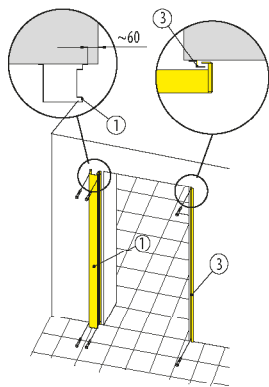
**FIG. 2.1**  
Accurately verify the flatness and verticality of the areas of the wall surrounding the wall opening.



Note: Verify that the wall, where rawplugs must be secured, has the suitable consistency and homogeneity, and that repairs or fillings with unsuitable materials which could weaken the power of the rawplugs have not been made

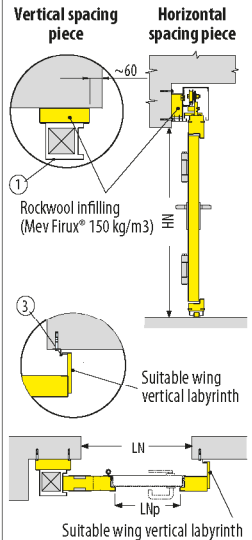
**FIG. 2.2**  
After having checked the flatness and verticality of the areas of the wall surrounding the wall opening, place in position provisionally the wall vertical labyrinth (3) and the closing edge box (1).

N.B. Verify the plumb level line

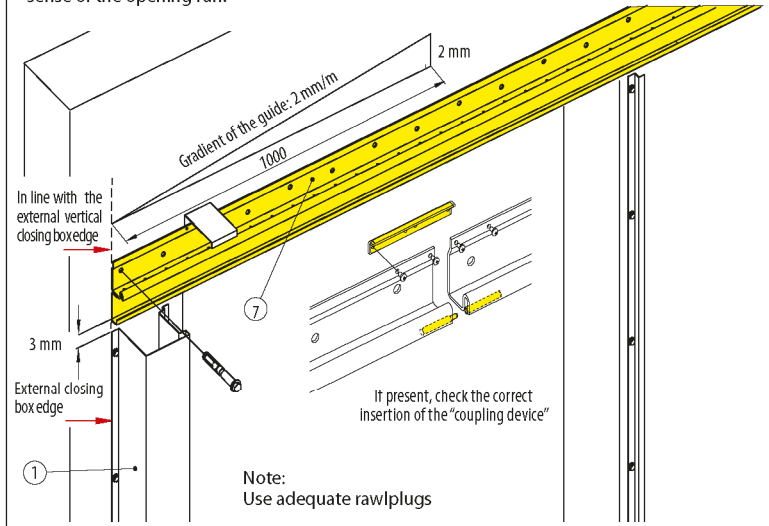


\* The figure shows the case of the counter-weight box at the closing edge.

**FIG. 2.3**  
PEDESTRIAN DOOR (optional)  
When the pedestrian door opens toward the wall side, the sliding door shall be provided with suitable vertical and horizontal spacing pieces

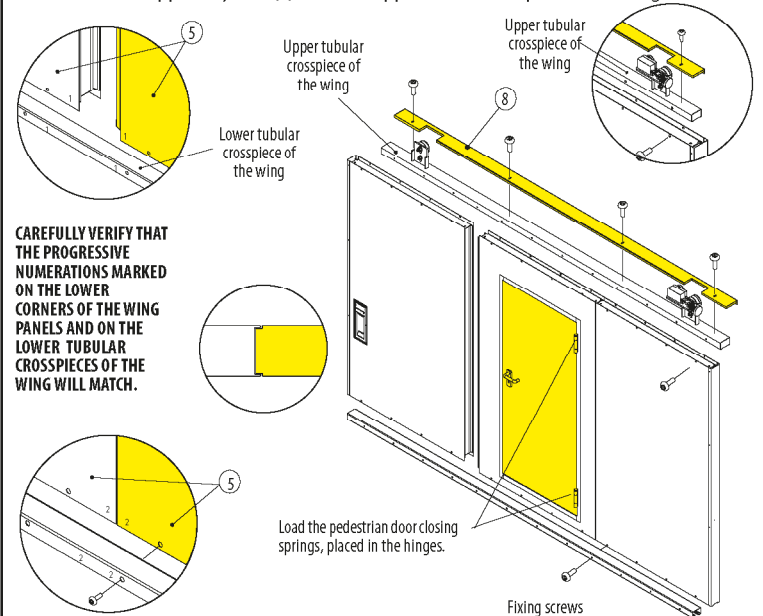


**FIG. 2**  
Position the load-bearing guide (7) in line with the vertical external counter-weight box edge, 3 mm above its upper edge (1). The correct installation is obtained by having a gradient of the guide of 2 mm/m, in the sense of the opening run.



Verify that the wall, where rawplugs must be secured, has the suitable consistency and homogeneity, and that repairs or fillings with unsuitable materials have not been made

**FIG. 4**  
Join the elements forming the wing (the element ends shall coincide following progressive numeration) taking care to block them with the supplied fixing screws. Fix the horizontal upper labyrinth (8) onto the upper tubular crosspiece of the wing.

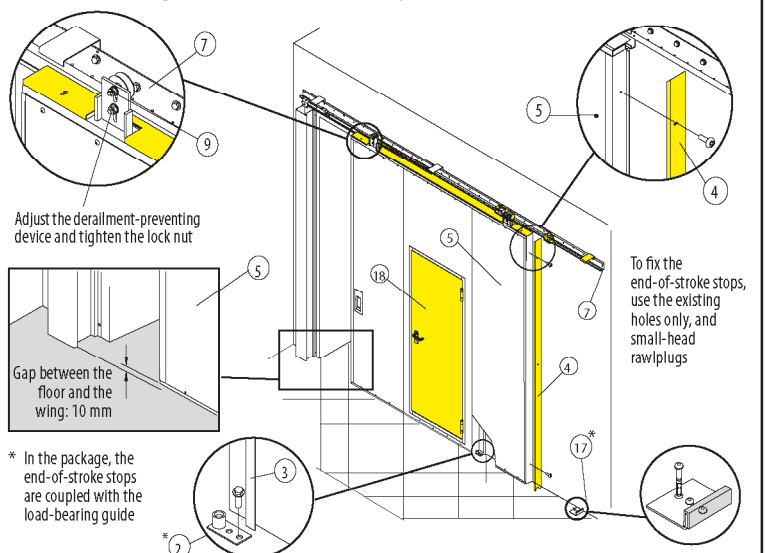


CAREFULLY VERIFY THAT THE PROGRESSIVE NUMERATIONS MARKED ON THE LOWER CORNERS OF THE WING PANELS AND ON THE LOWER TUBULAR CROSSPIECES OF THE WING WILL MATCH.

Load the pedestrian door closing springs, placed in the hinges.

Fixing screws

**FIG. 5**  
Hang the wing on the load bearing guide (7), adjust the bogies (9) to obtain a gap of about 10 mm between the floor and the wing. Next, fix the wing vertical labyrinth (4) checking that it is parallel to the wall vertical labyrinth (Fig.2.2). Fasten definitively the wall vertical labyrinth (3) and the counterweight box (1) (Fig. 2.2). Fix to the floor, outside the net opening, in the overlapping area between the wing and the wall, the ground level driving drum (2)\*. Fix to the floor the ground level end-of-stroke stops (17)\*.



\* In the package, the end-of-stroke stops are coupled with the load-bearing guide

To fix the end-of-stroke stops, use the existing holes only, and small-head rawplugs

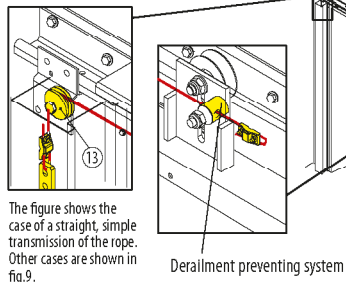
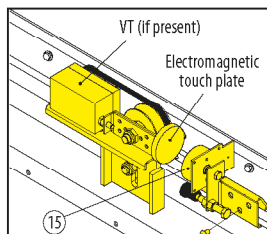
Adjust the derailment-preventing device and tighten the lock nut

Gap between the floor and the wing: 10 mm

### FIXING THE PULLING ROPE – DOOR WITH ELECTROMAGNET RELEASING SYSTEM

FIG.6

Where the door is held open by the electromagnetic releasing system (15), hook the pulling rope to the derailment-preventing device of the front bogie, thread it through the hole prearranged on the derailment-preventing device itself, make the rope run on the driving pulley on the load-bearing guide (13), and finally hook the rope to the counterweight\* (The rope is supplied in the right length for the particular door. See the label on the rope.)



The figure shows the case of a straight, simple transmission of the rope. Other cases are shown in fig.9.

Derailment preventing system

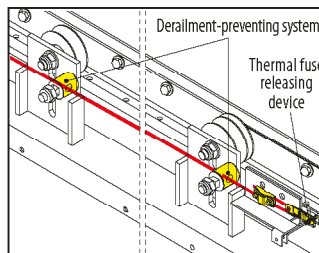
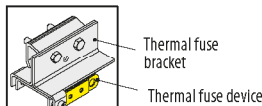
Adjust the electromagnetic bracket and tighten definitively.

### FIXING THE PULLING ROPE – DOOR WITH THERMAL FUSE RELEASING SYSTEM

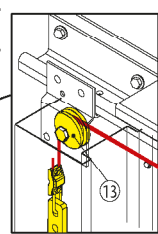
FIG.7

Where the door is equipped with the thermal fuse releasing system, put the wing in its fully open position, hook the pulling rope to the thermal fuse device, thread it through the hole prearranged on the derailment-preventing device of each bogie, make it run on the driving pulley on the load-bearing guide (13), and finally hook the counterweight to it.

The figure shows the case of a straight, simple transmission of the rope. Other cases are shown in fig.9.

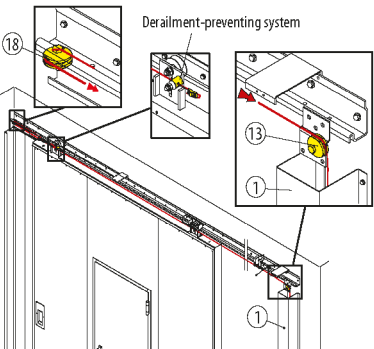


Adjust the thermal fuse device bracket and tighten definitively.



### FIG.8.1 REAR COUNTER-WEIGHT SLIDING DOOR

After having hooked the pulling rope to the releasing system as per fig. 6 or fig. 7, make the rope run on the vertical-shaft-driving-pulley on the load-bearing guide (18), then make it run on the driving pulley at the opposite end of the guide (13), and finally hook it to the counterweight in its box (1).



### FIG.8.2 OFFSET COUNTER-WEIGHT

After having hooked the pulling rope to the releasing system as per fig. 6 or fig. 7, make the rope run on the vertical-shaft-driving-pulley on the load-bearing guide (18), then make it run on the driving pulley (13) on the particular support, and finally hook it to the counterweight in its box (1).

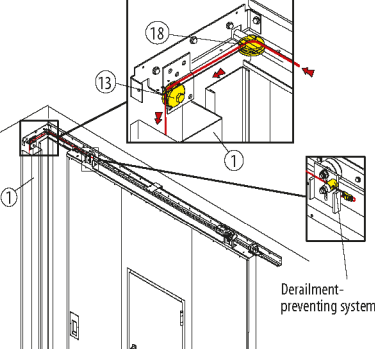
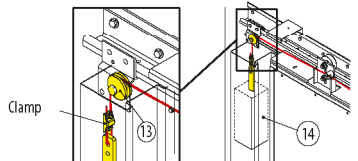


FIG.8

### FIG.9.1 STRAIGHT COUNTER-WEIGHT HANGING SYSTEM

Hooked the pulling rope as per fig. 6 or fig. 7, make it run on the pulley (13) on the guide, then hook it to the counter-weight by the suitable clamp.



### FIG.9.2 SINGLE LOOP COUNTER-WEIGHT HANGING SYSTEM

Hooked the pulling rope as per fig. 6 or fig. 7, make it run on the pulley (13) on the guide and on the pulley (20) on the counter-weight, then hook it to the support (19) by the suitable clamp.

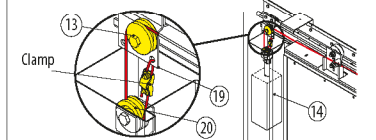
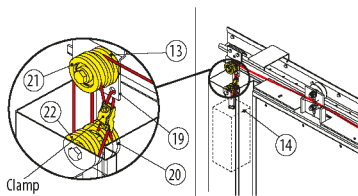


FIG.9

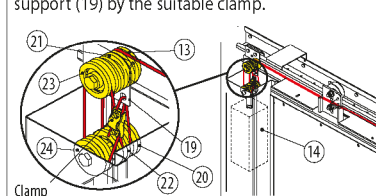
### FIG.9.3 DOUBLE LOOP COUNTER-WEIGHT HANGING SYSTEM

Hooked the pulling rope as per fig. 6 or fig. 7, make it run on the following pulleys, in sequence: (13) on the guide, (20) on the counter-weight, (21) on the guide, (22) on the counter-weight, and finally hook it to the support (19) by the suitable clamp.



### FIG.9.4 TRIPLE LOOP COUNTER-WEIGHT HANGING SYSTEM

Hooked the pulling rope as per fig. 6 or fig. 7, make it run on the following pulleys, in sequence: (13) on the guide, (20) on the counter-weight, (21) on the guide, (22) on the counter-weight, (23) on the guide, (24) on the counter-weight and finally hook it to the support (19) by the suitable clamp.

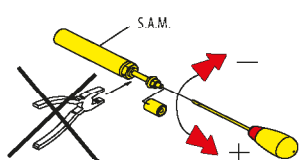
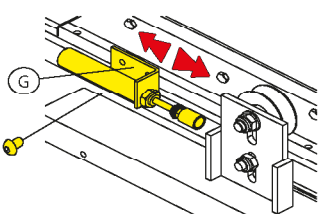


### KIT S.A.M. (Magnetic Shock Absorber) CALIBRATE WHEN INSTALLING THE DOOR

FIG.10

Take the wing at 5 cm from the closing ledge and fix the support of the absorber S.A.M. (G). Adjust correctly the S.A.M. support, drill the guide and fix to it, definitively.

To adjust the damping capability of the absorber, unscrew the magnetic head and turn the absorber rod by a screwdriver. (see installation, use and maintenance manual)



Adjusting the absorber damping capability

Counter-clockwise turning of the rod	0°	90°	180°	225°	270°	285°	300°
dN(10N)	7	20	35	70	140	315	Locked

At the speed of 50 mm/sec

Note:  
- Be careful not to damage the rod.  
- Neither squeeze by pliers nor bend the absorber's rod.  
- High stresses (due to an uncontrolled speed of the wing), may damage the absorber rod irreparably. (to avoid damages, use the VISCOTROLLER device)

### ELECTROMAGNET RELEASING SYSTEM KIT

Put the wing in its fully open position and fix the support of the electromagnet end-of-stroke stop (15) next to the touch plate (E). Lock the electromagnet (15) on its support, drill the guide and fix to it definitively.

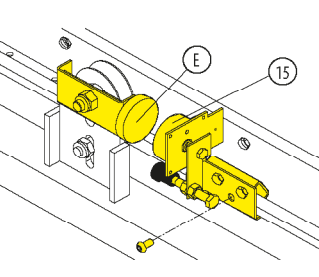
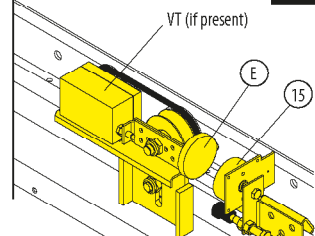


FIG.11



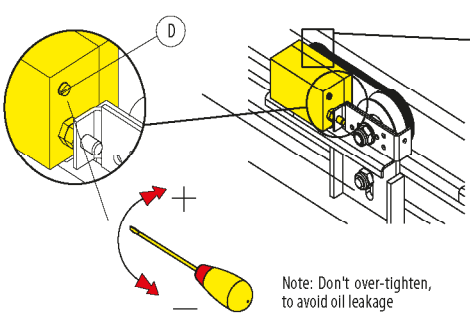
Derailment-preventing system

Note: When the door is equipped with the electromagnetic releasing system, hook the pulling rope to the front bogie (see fig.6).

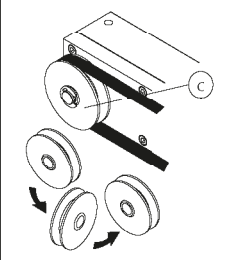
### VT KIT (Speed control) CALIBRATE WHEN INSTALLING THE DOOR"

FIG.12

Set the wing closing speed by operating the nozzle opening screw (D). (see installation, use and maintenance instructions)



Note: Turning the rotor by 180°, the torque reverses

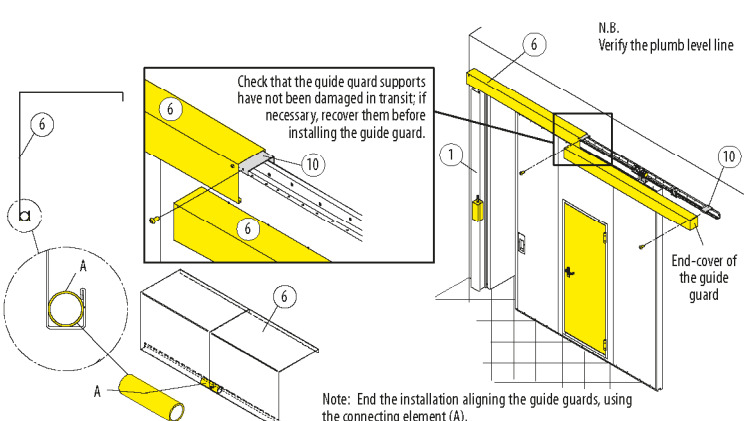


Note: Don't over-tighten, to avoid oil leakage

In disposing the Fire Fixing® fire resistant doors, the leaves and the components have to be treated in different ways. The door leaves shall be disassembled; the insulating core is an industrial waste which could contain mineral wool, silicates, plasterboard, ceramic fibres; the steel elements shall be treated as metal scrap. The door components shall be treated following the instructions of their producer, or accordingly the rules for disposing the specific material which they are made from.

Check that all components have been installed correctly, the smooth running of the wing and its correct closed position. Eliminate any foreign matters both from the ground and from the load bearing guide, afterwards fix the guide guard to its supports (10).

FIG.13



Check that the guide guard supports have not been damaged in transit; if necessary, recover them before installing the guide guard.

N.B. Verify the plumb level line

Note: End the installation aligning the guide guards, using the connecting element (A).