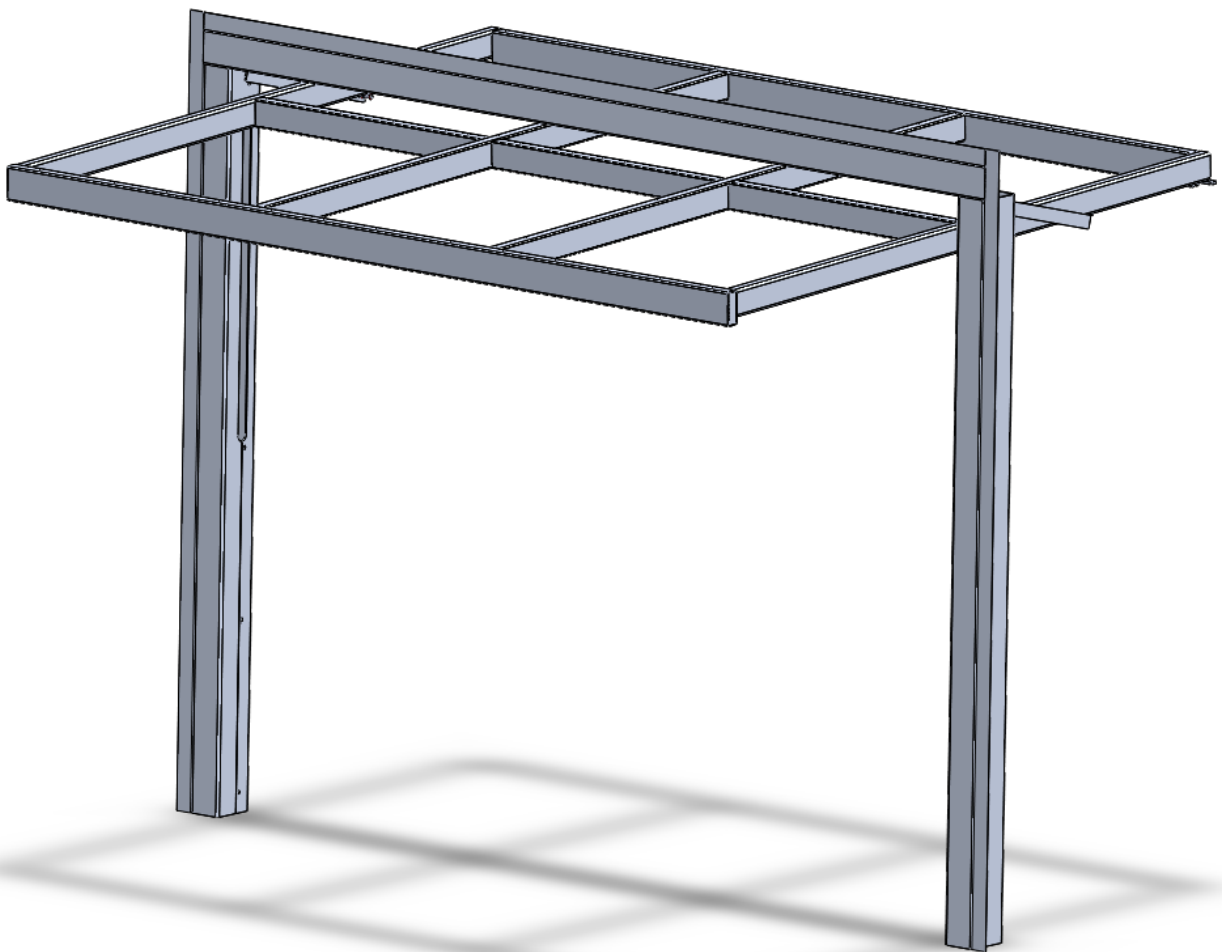


INSTALLATION MANUAL

- 50/50 HYDRAULIC SYSTEM**
- STANDARD POWER UNIT**

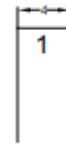
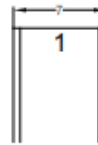
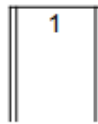


Assembly/Alignment Reference Guide (Numbering Placement)

DOOR NUMBERING: 1 2 3 4 5 6 7 8 9



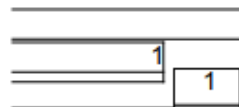
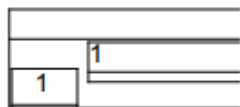
BOTTOM OF LEGS



LEGS WITH MOUNTING ANGLE

LEGS WITH FLAT

INSIDE OF ACCESS COVER



HEADER & HOSE TRAY



TOP OF DOOR PANEL

Notes:

- Applies only to projects with multiple door/window systems.

Notes:

- *There are multiple ways in which to install the operable system and frame into your R.O. This manual will demonstrate “typical” steps.*
- *All lifting and rigging equipment should be protected with foam or other material to prevent scratching of powder-coat finish.*

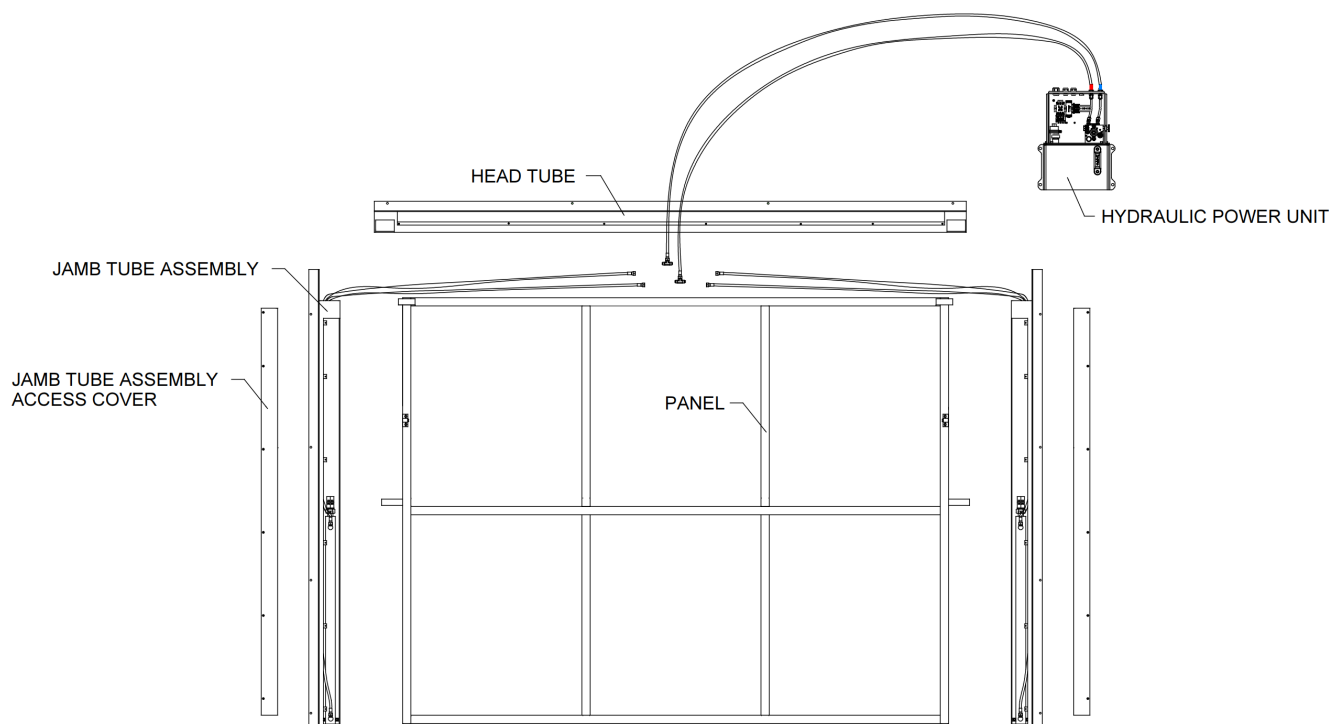


FIG. 1

Notes:

- *If your 50/50 System is delivered disassembled, as per fig. 1, follows steps 1-4.*
- *If your 50/50 System is delivered assembled, skip to step 5 for further instruction.*

Step 1:

Identify and lay out components, as per fig. 1, with the “interior” side facing up.

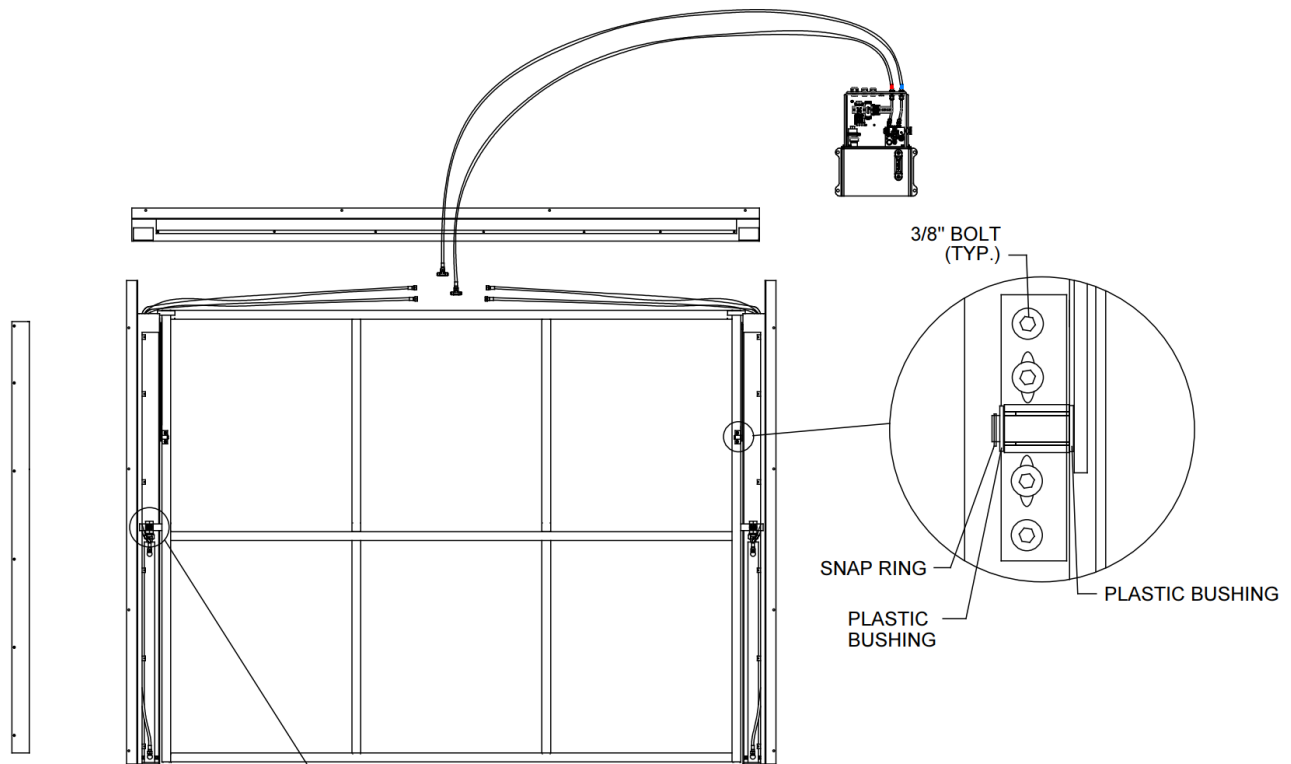


FIG. 3

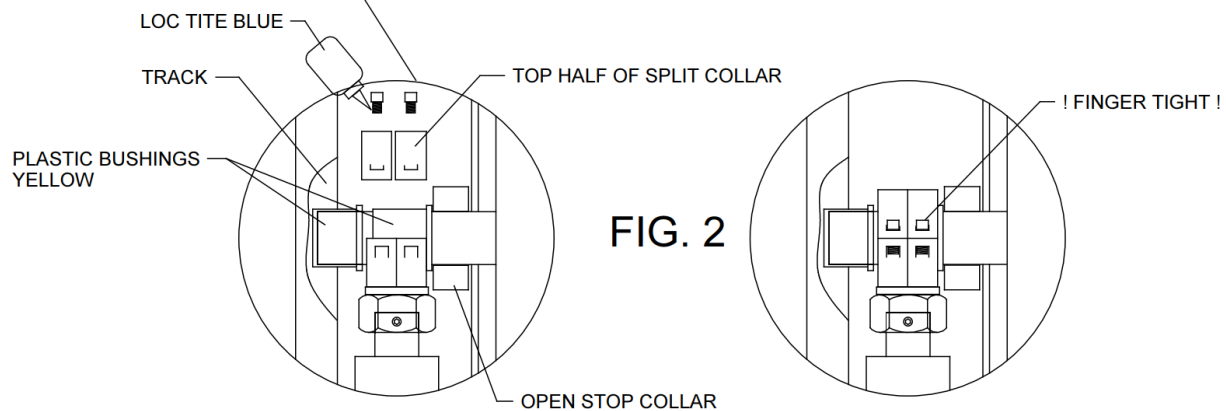


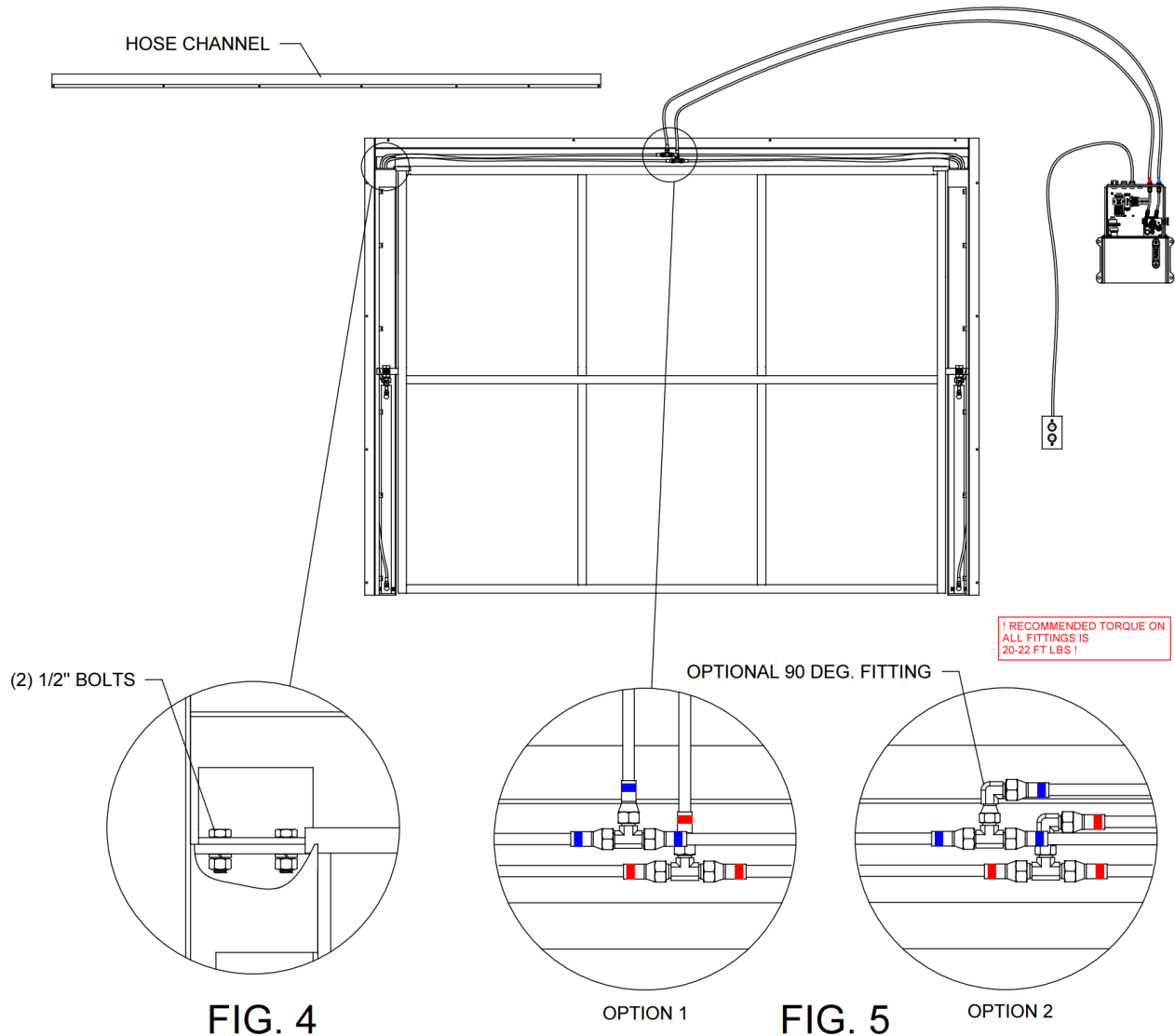
FIG. 2

Step 2:

Connect the operable door panel to the jamb tube assemblies, as per fig. 2. Connect the control arm to the door panel, as per fig. 3.

Notes:

- Do not over-tighten split collar screws. Over-tightening will prevent smooth rotation of the door panel; "Finger-tight," only.



Step 3:

Attach the head tube, as per fig. 4. In certain installations, it may be necessary to remove the hose channel in order to ease hose connections.

Step 4:

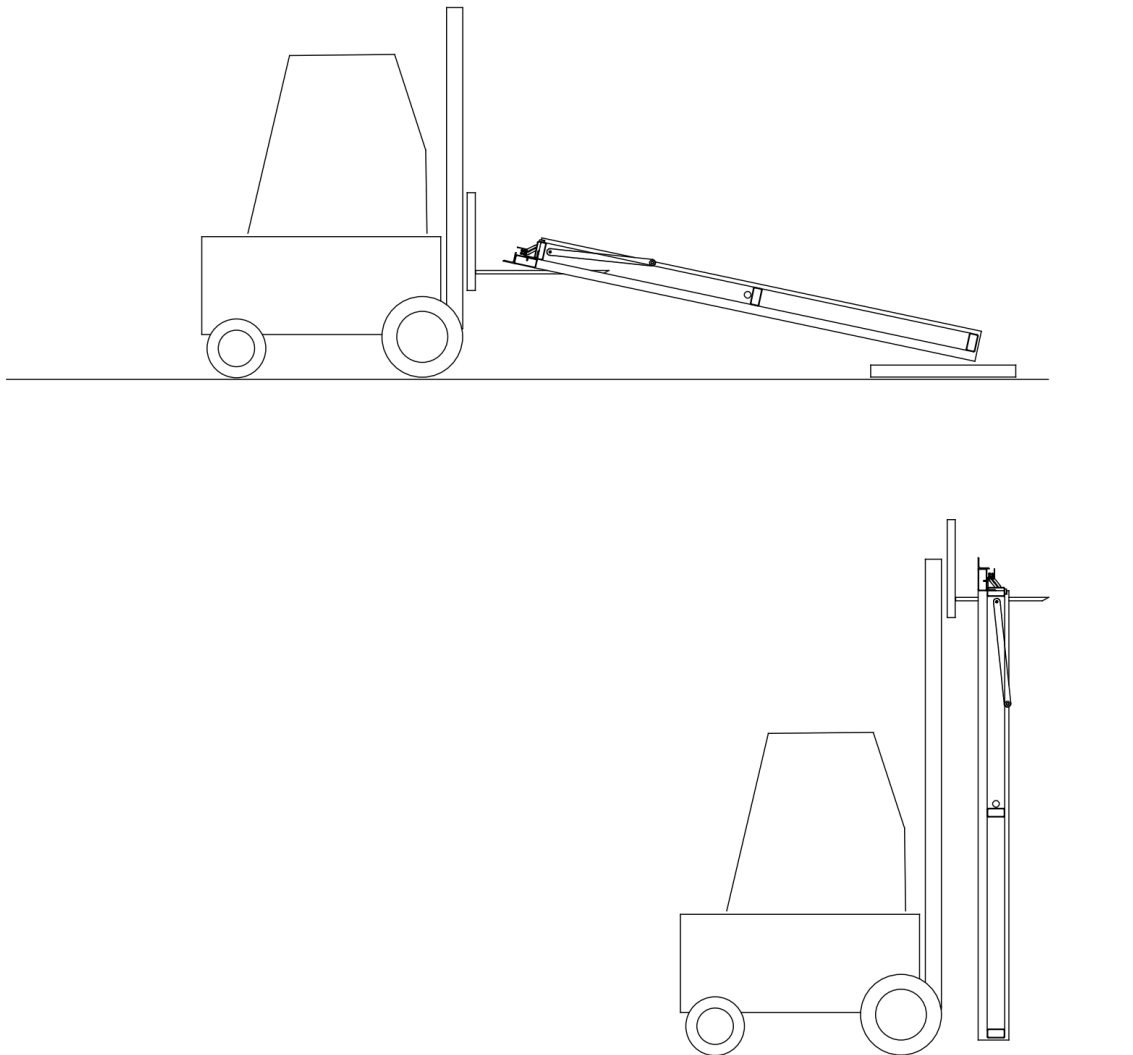
Connect hoses, as per fig. 5. Hoses are purged with fluid, and capped; There is no need for purging after hoses are connected. Tighten fittings, firmly; There is no need for thread sealants or tapes. Re-install hose channel.

Notes:

- *Step 4 may be done at any time during the installation process.*

Notes:

- *All lifting and rigging equipment should be protected with foam or other material to prevent scratching of powder-coat finish.*

**FIG. 6****Step 5:**

Carefully lift 50/50 System up and into the rough opening (see fig. 6). The jamb tubes should rest on the finished floor or sill.

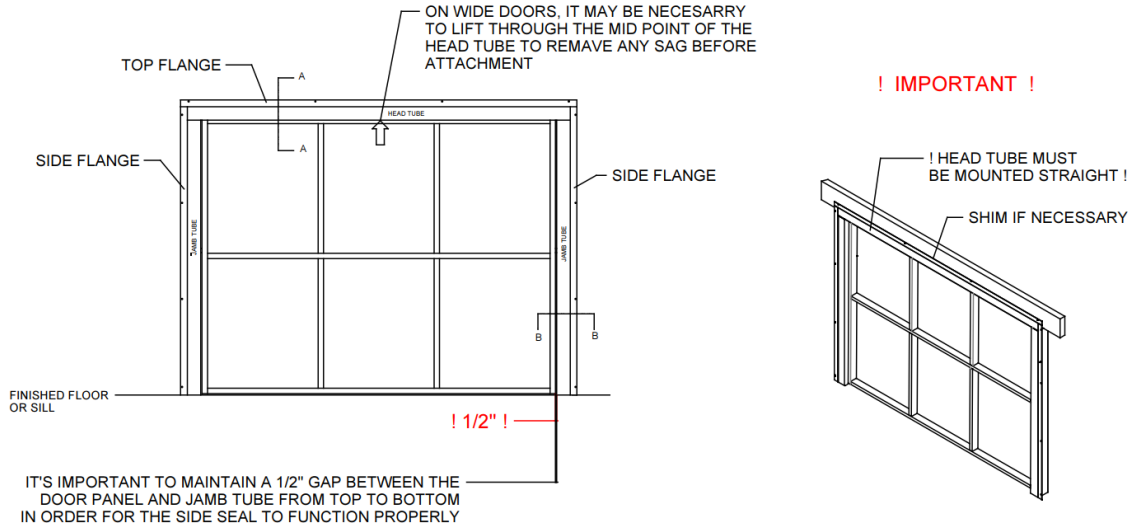


Fig. 7

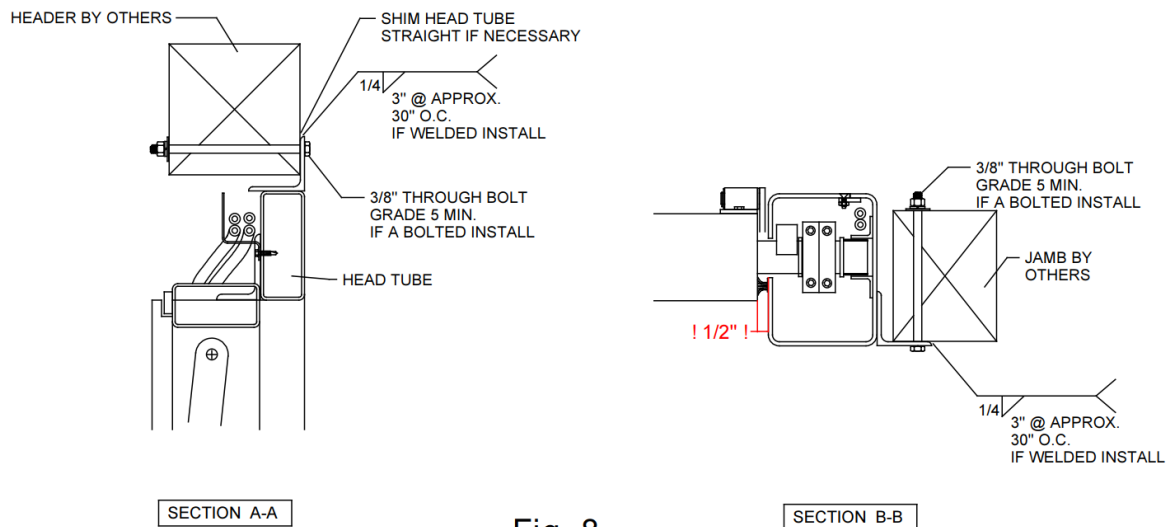


Fig. 8

Step 6:

Center the top of the frame in the opening. Jamb tubes are now ready to be adjusted, keeping a 1/2" gap between the door panel and adjacent jamb tubes. The entire frame may now be attached to the building, as per fig. 8.

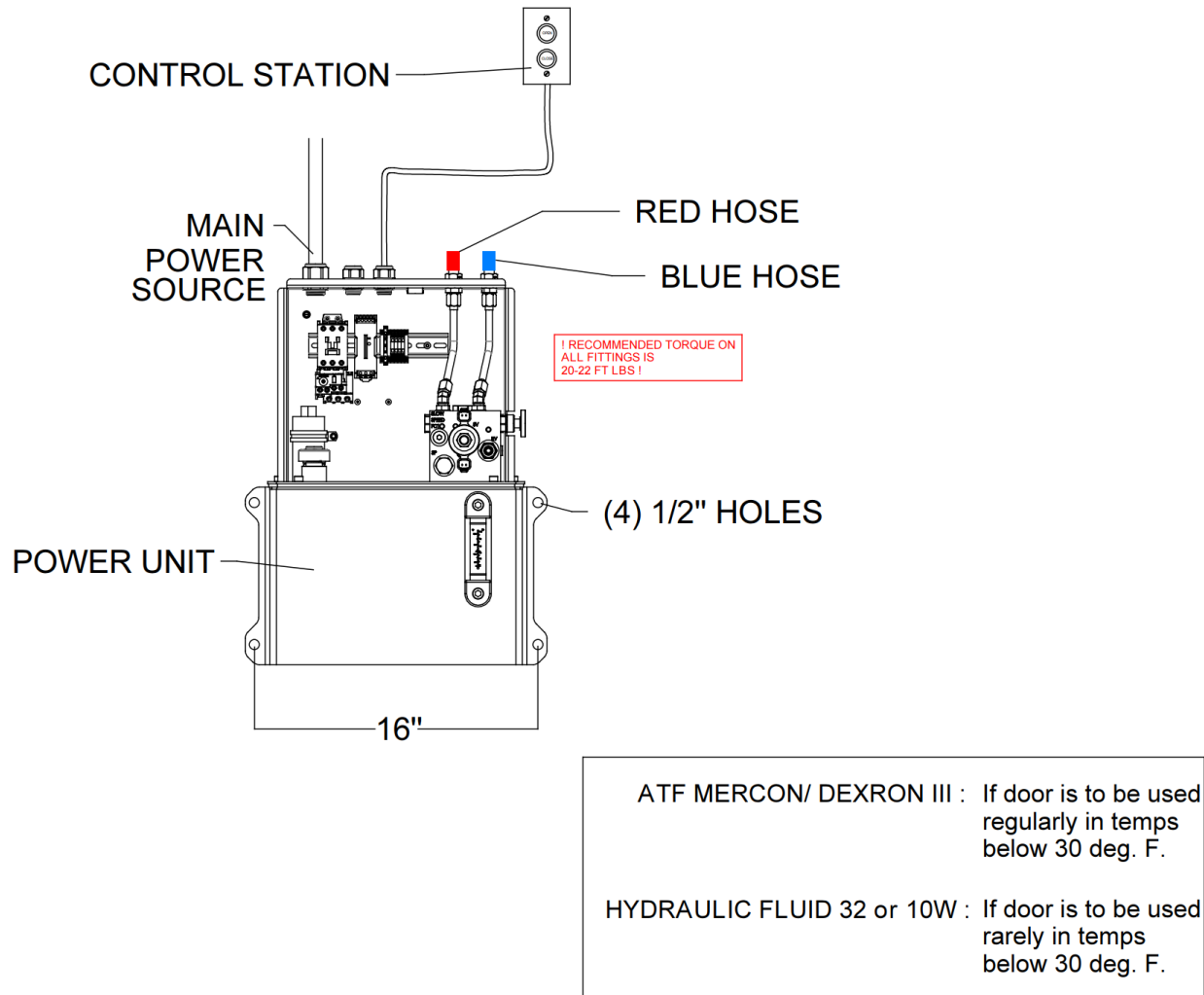
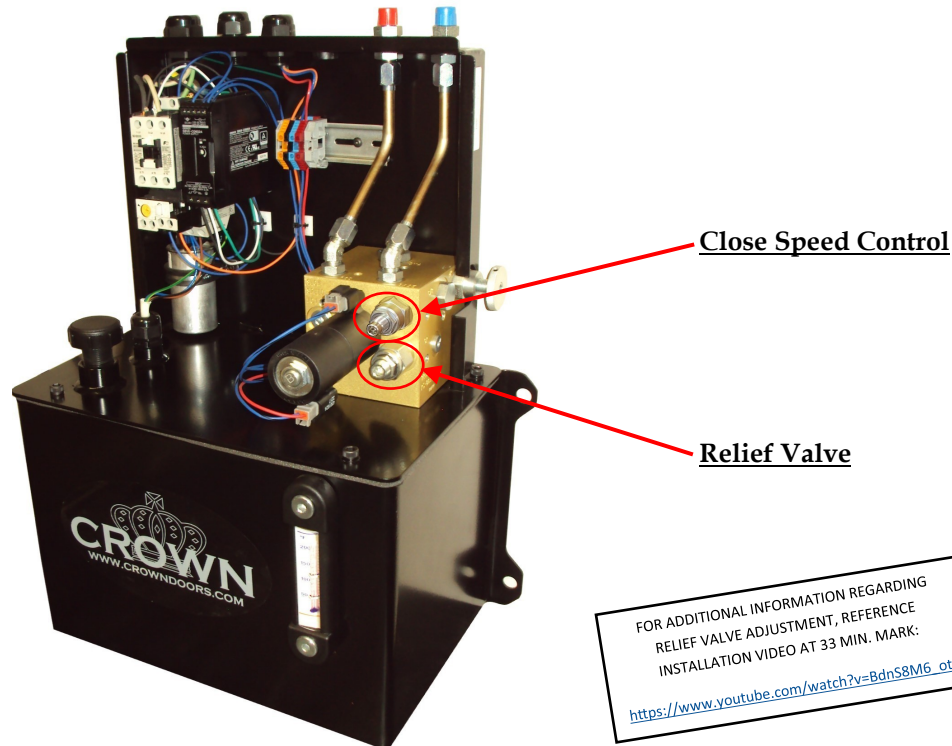


Fig. 9

Step 7:

Mount power unit and control switch at their pre-determined locations. Using a qualified electrician, connect the main incoming power source to the power unit (see proper electrical schematic at end of installation manual). Fill reservoir with suggested fluid (see relevant notes, above; Reservoir may or may not have fluid present from the factory – If not, use fluids suggested in fig. 9).

The reservoir need only be 1/2 full after purge process is complete and door is fully closed. Door is now operational. See page 9 for final power unit adjustments.



Step 8:

There are two power unit adjustments which need to be addressed after the door is completely finished and all claddings/coverings have been installed/attached:

Close Speed Control

This adjustment controls the speed at which the door closes/lowers, and is critical on large doors. Rotating the control clockwise will slow the door and eventually bring it to a stop if turned too far. Rotating the control counter-clockwise will increase the close speed.

This adjustment must be made with the door in the full open position. To adjust safely, rotate the control in (clockwise) all the way. Then, push the close button—The door should not move. Then, slowly turn the control out (counter-clockwise) until the door starts to come down. The goal is to get the door lowered in 75% to 100% of the open speed. Use 3/4" wrench; 1/4" Allen wrench.

Note:

- *Caution—Closing speeds which are too fast can cause the door to bounce and cause damage to both the building and door system.*

Relief Valve

The relief valve adjustment controls the power of the pump, acting like a "clutch," of sorts.

For example, if the relief valve is set too low, the door will not reach full open position; If it is set too high, there will be too much power pushing the door open. At too high a setting, the effects will not be noticeable unless the door becomes obstructed, thereby causing possible damage to either the door or the obstruction.

The relief valve is set at the factory to a certain P.S.I., typically with more pressure than is required to open the door, fully. Proper adjustment may be made after the door and cladding/covering installation is complete. Start with the door in the closed position, then adjust the valve out (counter-clockwise) until the door will not open fully. Then, turn the valve back in (clockwise) until the door is able to reach the full-open position. Finally, turn the valve another 1/2 rotation clockwise and tighten the locknut. Use 11/16" wrench; 5/16" Allen wrench.

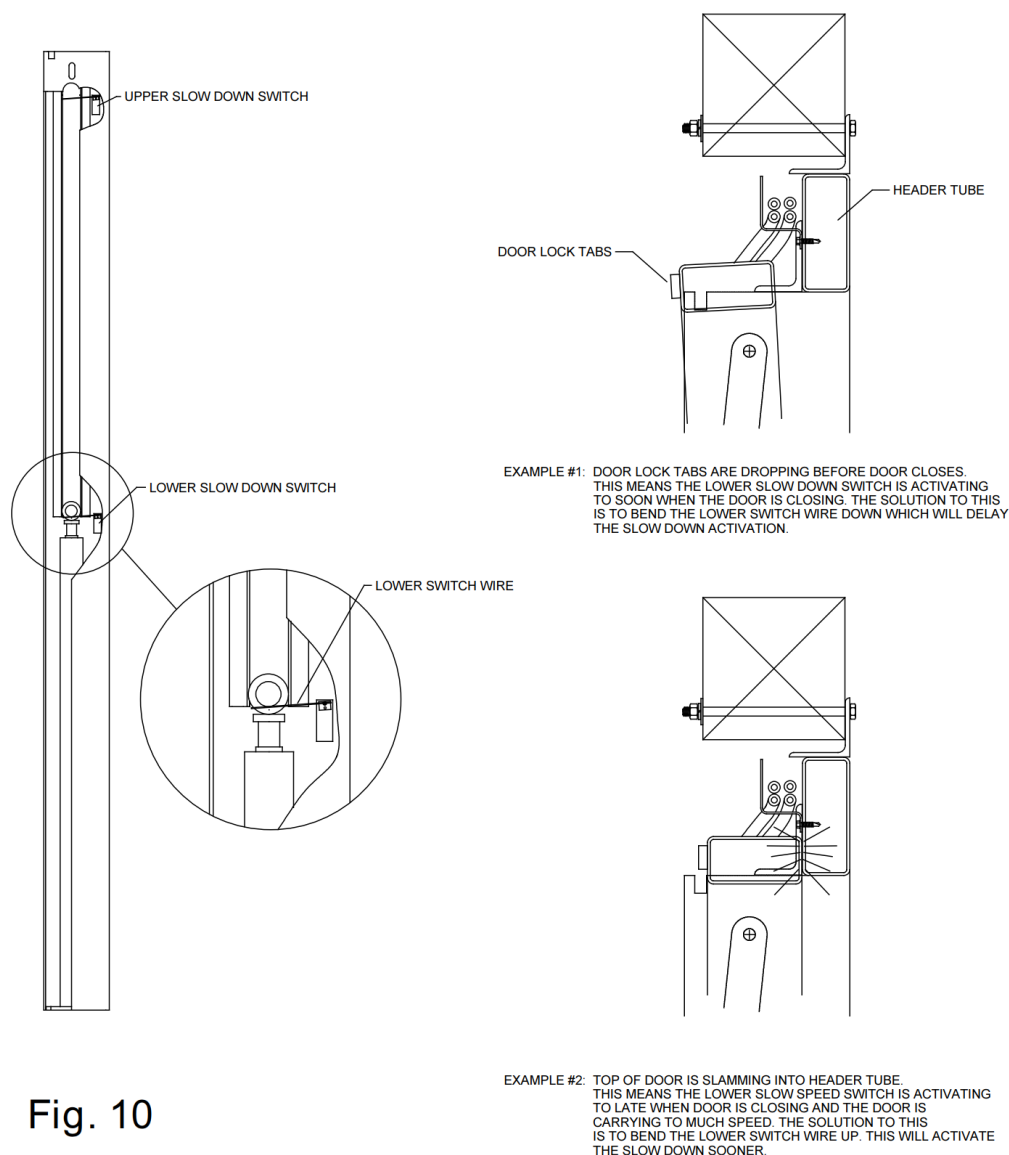


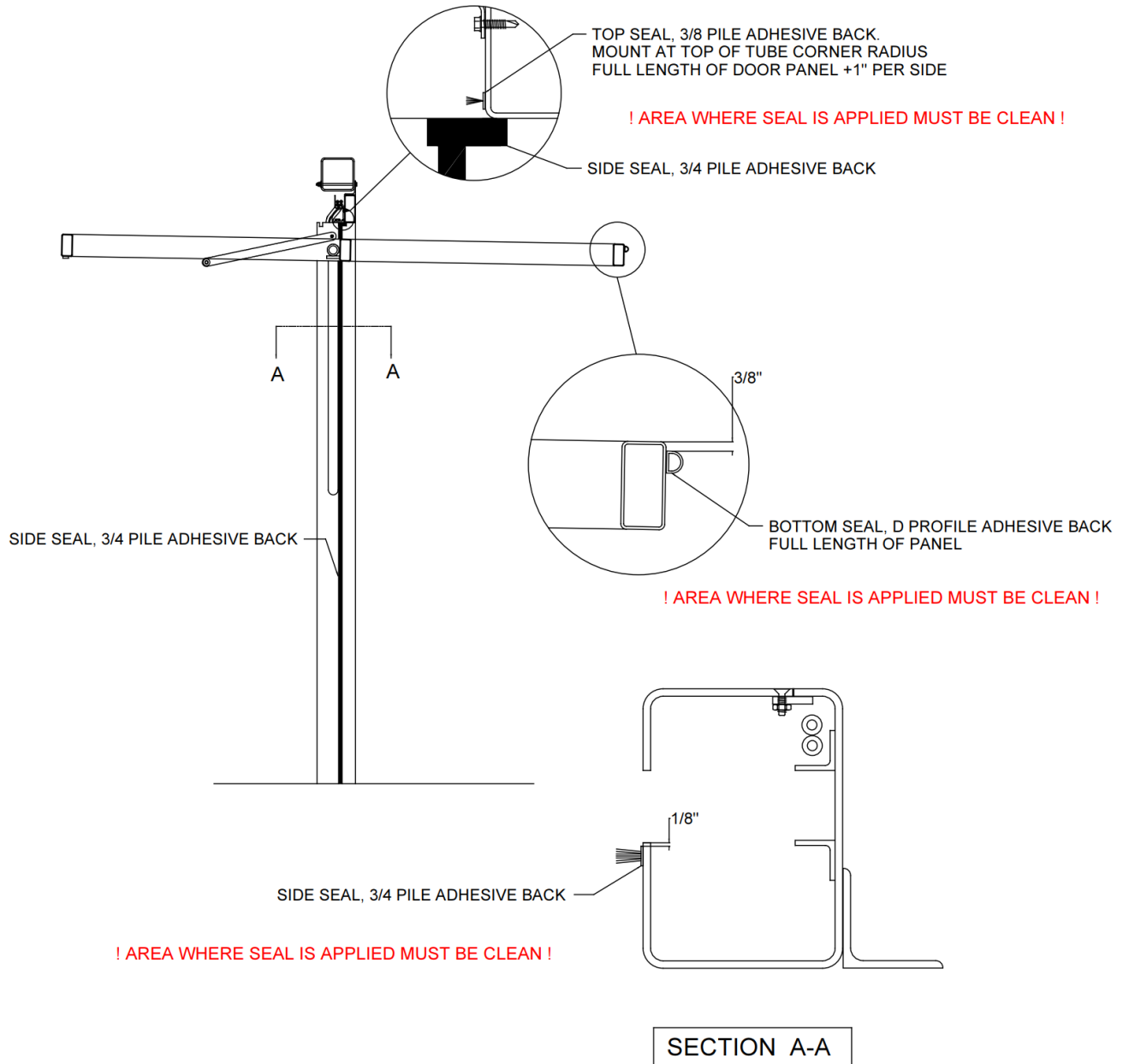
Fig. 10

Step 9:

The 50/50 System has a feature which slows down the door before it reaches either the “full open” or “full closed” positions. The purpose of this feature is to soften the motion of the door panel when reaching it’s full-open lock position and when engaging the lock tops at full-closed position.

You should never need to adjust the upper slow-down switch, however, you may need to adjust the lower slow down switch after the full weight of all covering/cladding has been installed/attached. This is accomplished as diagramed in the fig. 10, above.

If you have not, already, install the cover plates at this time. If the cover plates are already installed when closing adjustments need to be made, a long needle-nose pliers will reach in to bend the lower switch wire.



Note:

- *Attach seals as per diagrams, above. After seals are applied, let the adhesive cure overnight, before regular use.*