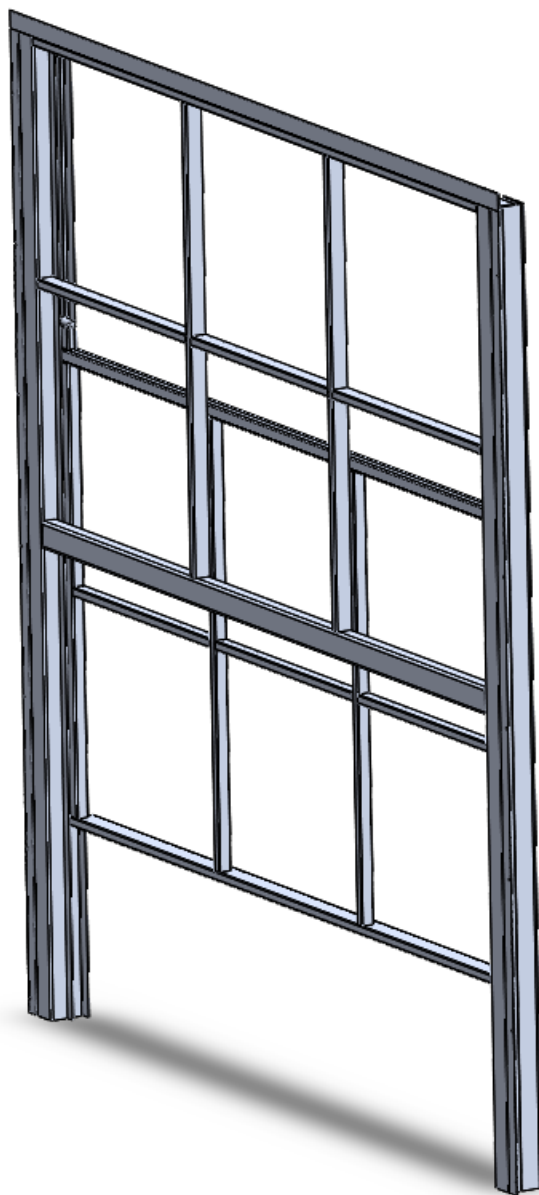


INSTALLATION MANUAL

- VERTICAL-LIFT HYDRAULIC SYSTEM**
- STANDARD POWER UNIT**

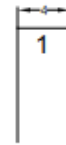
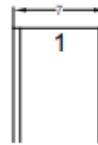
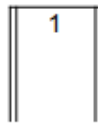


Assembly/Alignment Reference Guide (Numbering Placement)

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



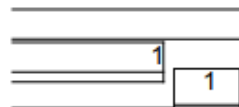
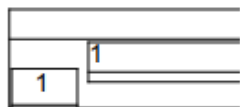
BOTTOM OF LEGS



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.*

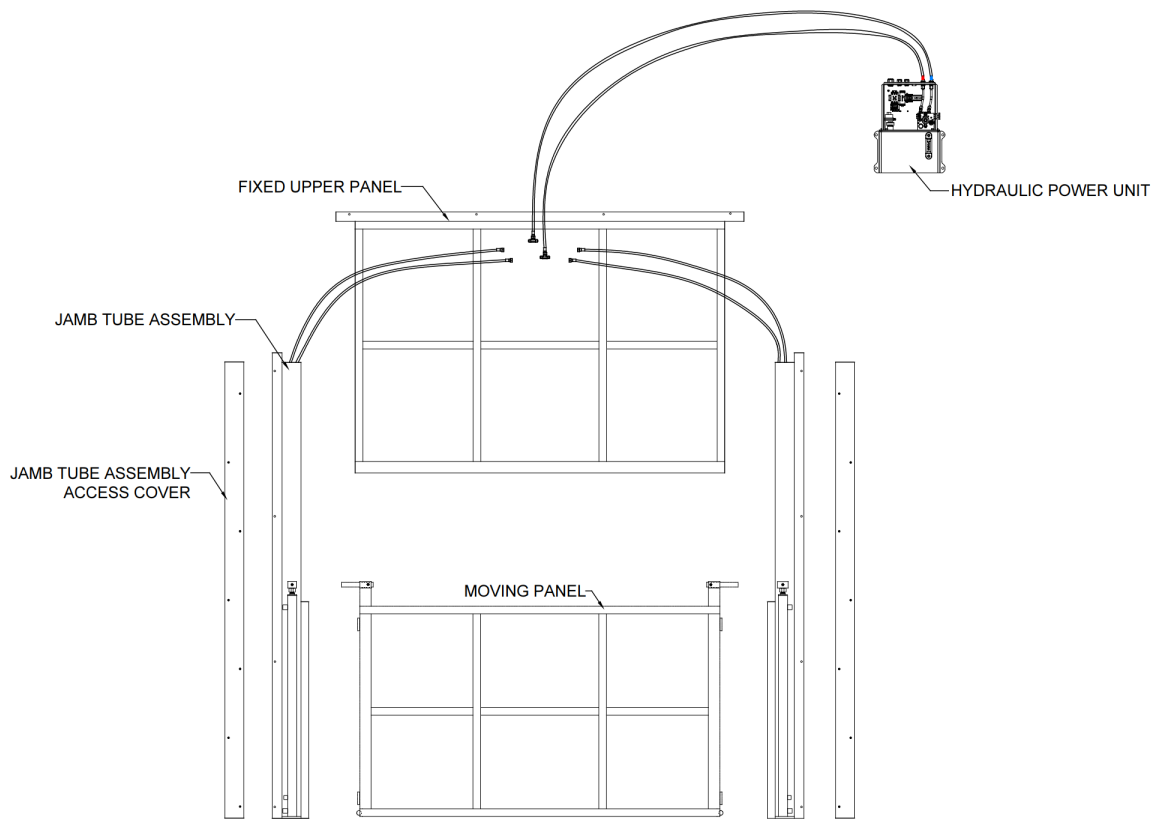


FIG. 1

Notes:

- *If your Vertical-Lift System is delivered disassembled, as per fig. 1, follows steps 1-4.*
- *If your Vertical-Lift 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.

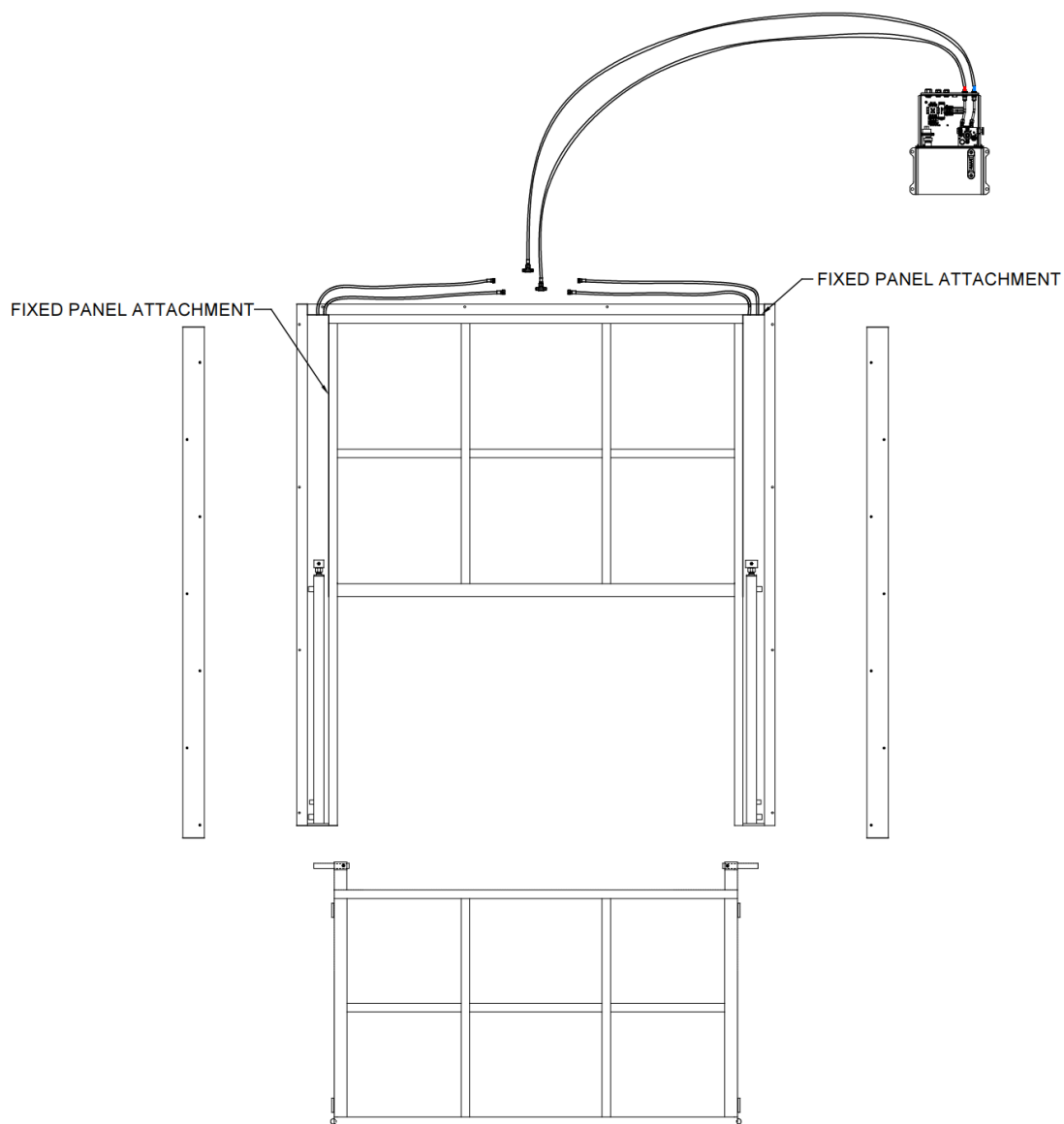


FIG. 2

Step 2:

Connect the fixed upper panel to the jamb tube assemblies, as per fig. 2, either via bolting or welding.

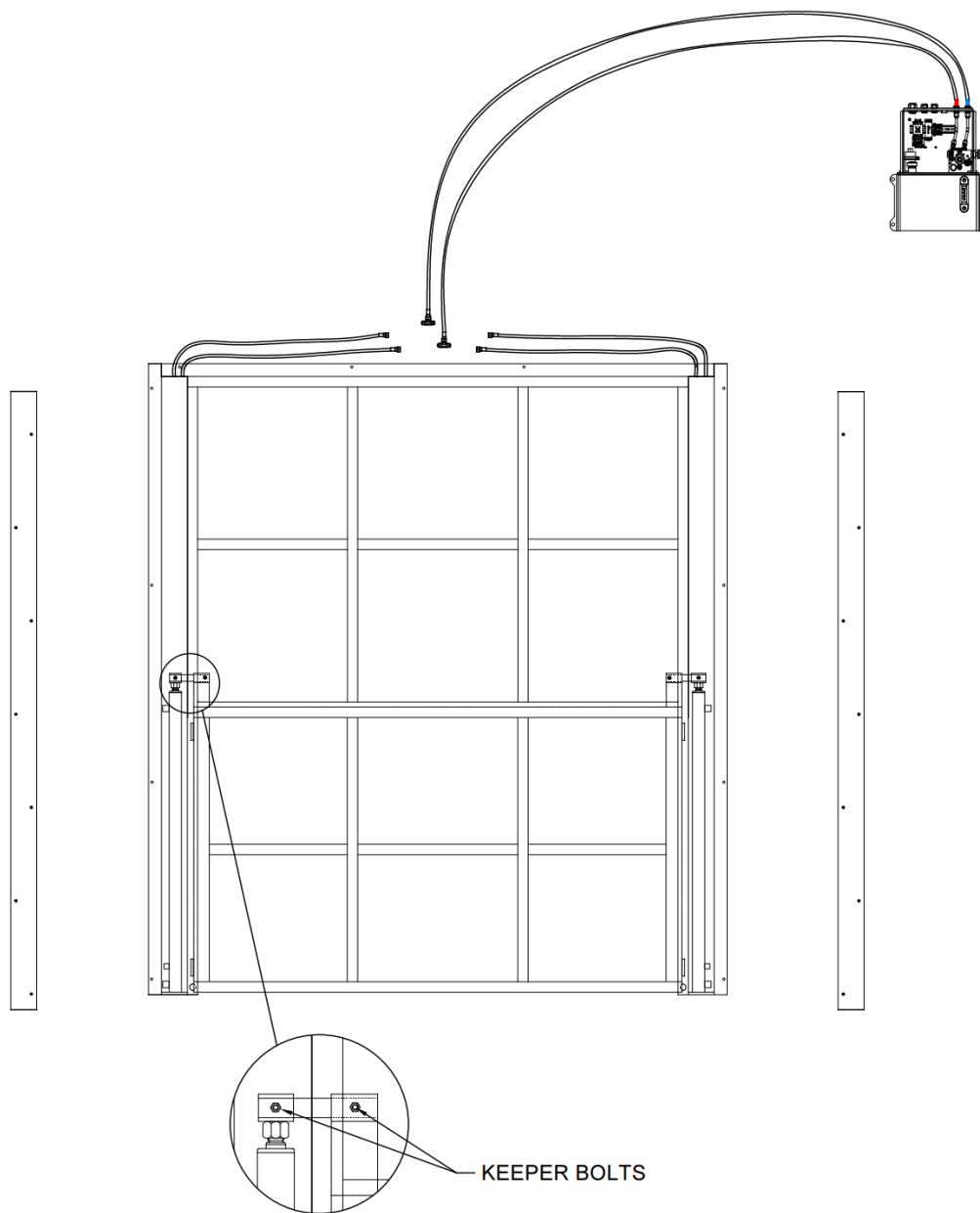


FIG. 3

Step 3:

Attach the operable panel atop the hydraulic cylinders, within the frame, using the provided keeper bolts.

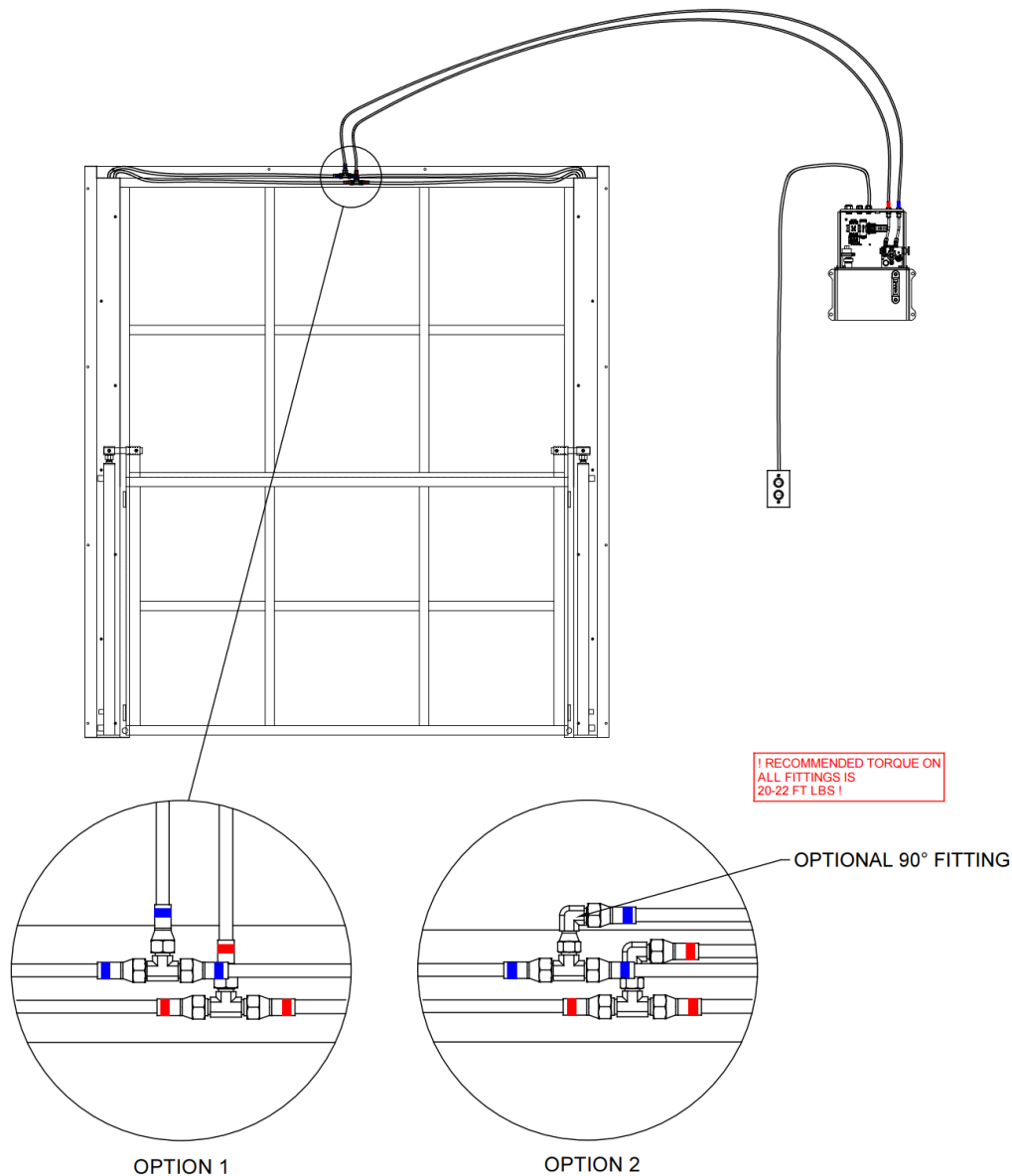


FIG. 4

Step 4:

Connect hoses, as per fig. 4. 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.

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.*

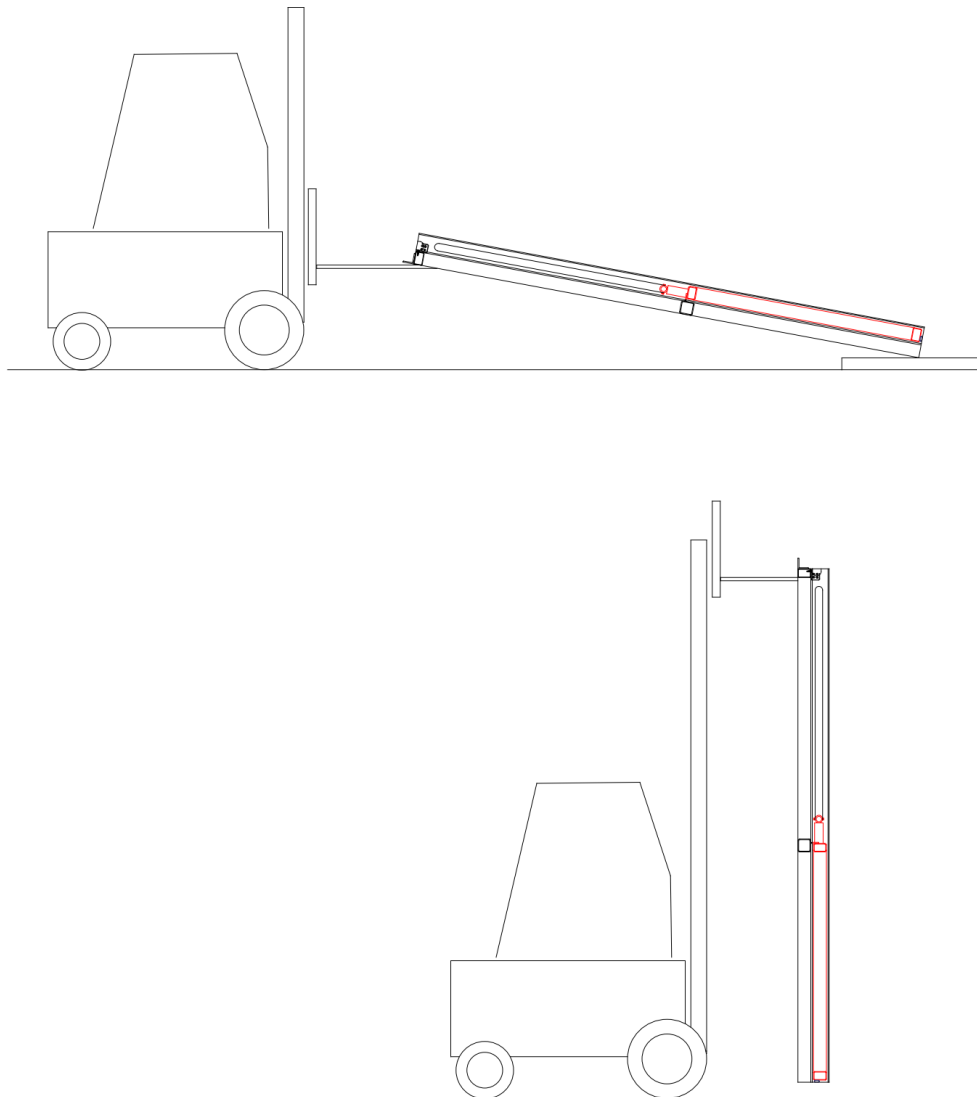


FIG. 5

Step 5:

Carefully lift Vertical-Lift System up and into the rough opening (see fig. 5). The jamb tubes should rest on the finished floor or sill.

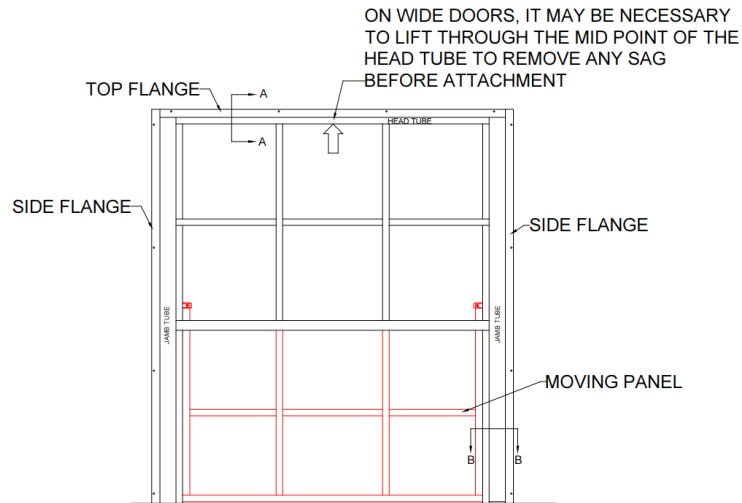


Fig. 6

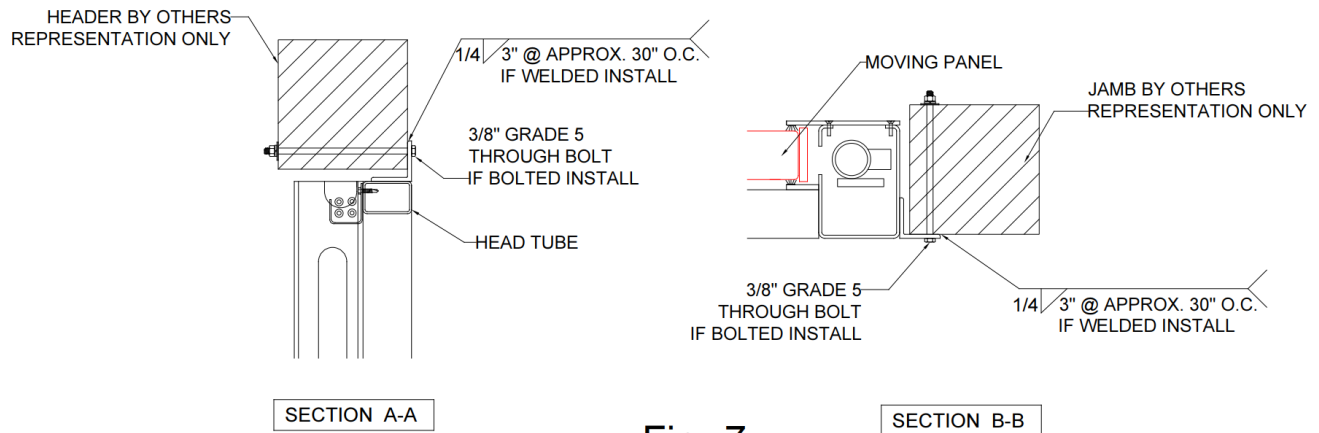
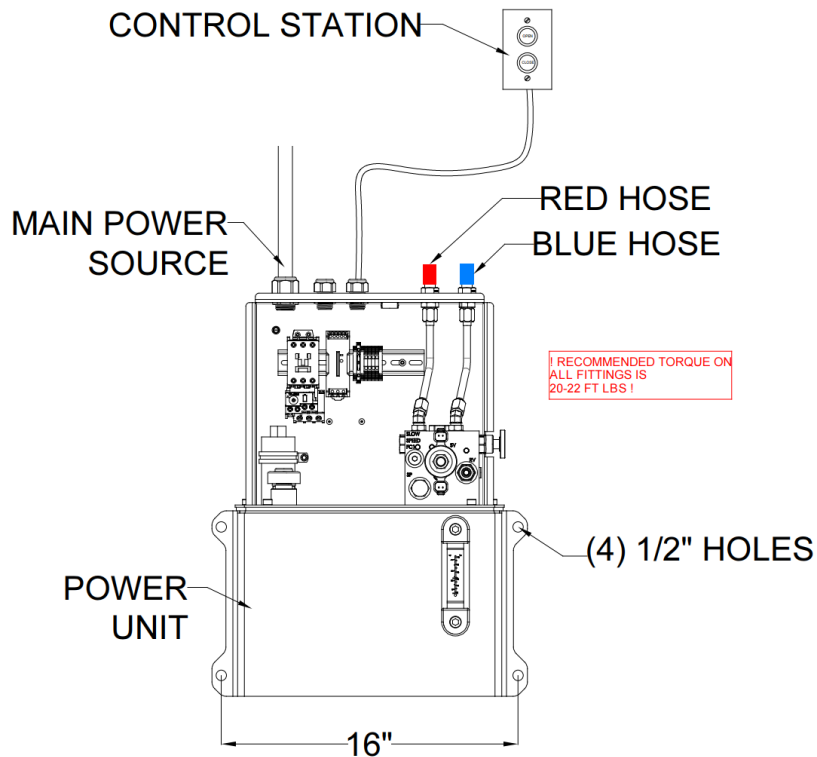


Fig. 7

Step 6:

Center the top of the frame in the opening. The entire frame may now be attached to the building, as per fig. 7.



HYDRAULIC FLUID 32 OR 10W: If door is to be used rarely in temps below 30 deg. F.

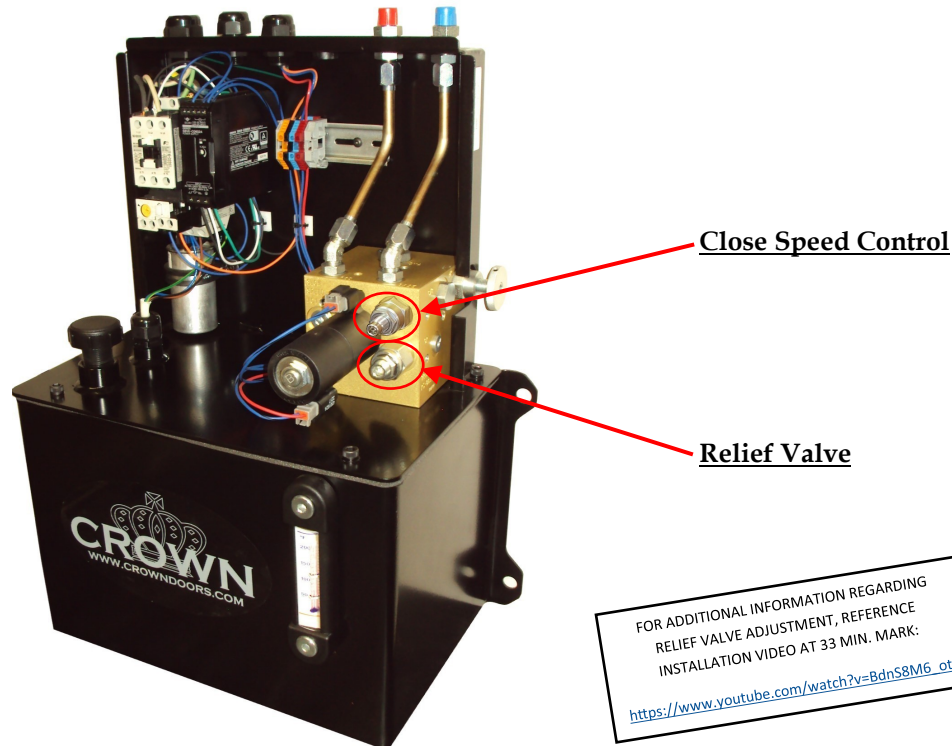
ATF MERCON/DEXRON III: If door is to be used regularly in temps below 30 deg. F.

Fig. 8

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. 8).

The reservoir need only be 1/2 full after purge process is complete and door is fully closed. Door is now operational. See page 10 for final power unit adjustments.



FOR ADDITIONAL INFORMATION REGARDING
RELIEF VALVE ADJUSTMENT, REFERENCE
INSTALLATION VIDEO AT 33 MIN. MARK:
https://www.youtube.com/watch?v=BdnS8M6_oto

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:

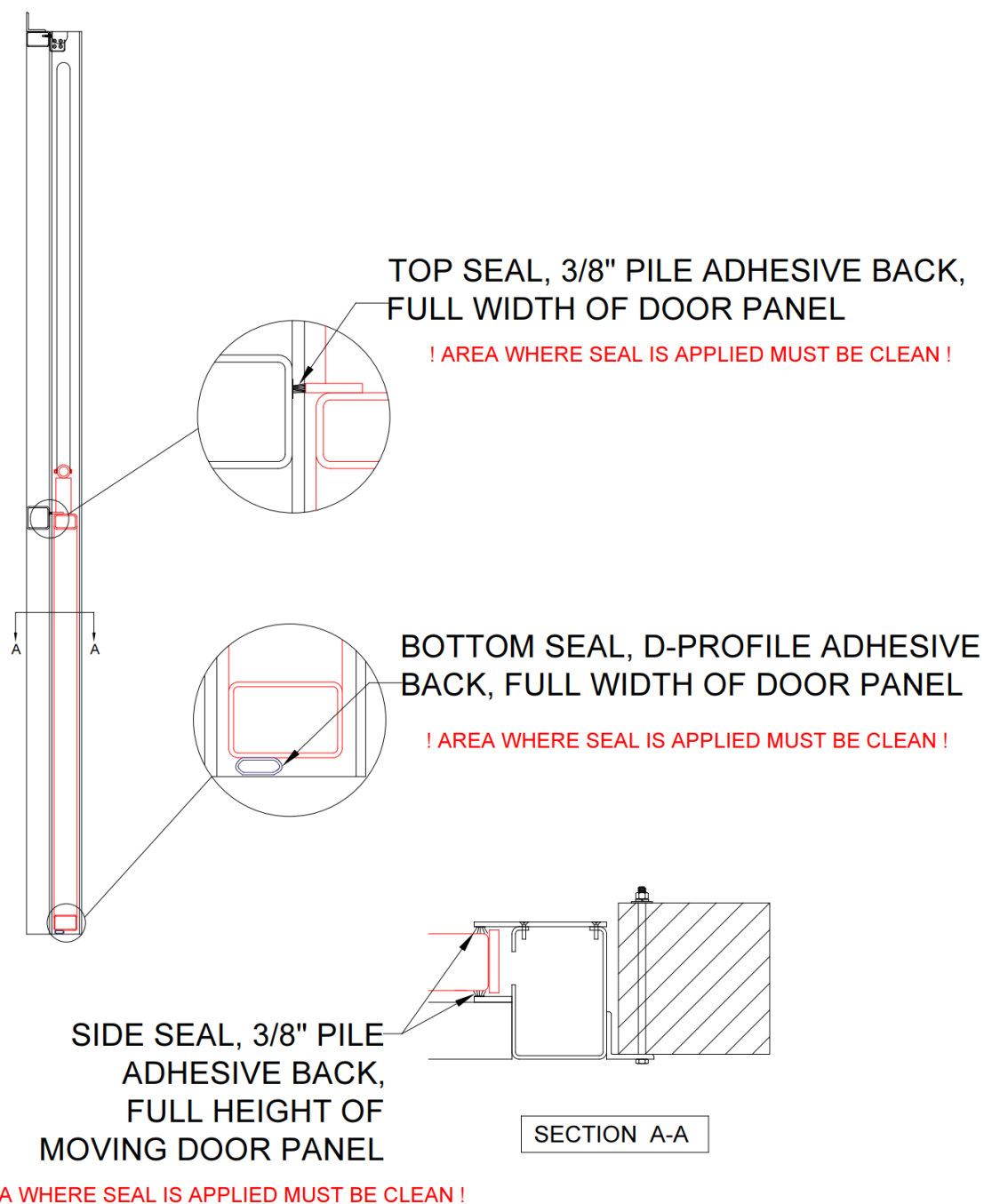
- *Caution—Closing speeds which are too fast can cause the door to bounce and cause damage to both the building and door system.*

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.



Note:

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