

### Installation Instructions

SofStop® (Not available with Twin SofStop)

#### Before you Start

##### Wall construction

The wall referred to in these instructions is wooden framework. Wall thickness for:

**Two doors** is ex 150 x 50mm timber framing (finished size 140 x 45mm).

**Three doors** is ex 200 x 50mm timber framing (finished size 190 x 45mm).

**Four doors** is ex 250 x 50mm timber framing (finished size 240 x 45mm).

**Five doors** is ex 300 x 50mm timber framing (finished size 290 x 45mm).

Although not shown, the unit may also be fitted into other types of wall materials (steel, concrete, brick, etc.).

For concrete or masonry walls, fix a suitable timber jack stud into the opening on each side. Fix these in place with ø10mm x 98mm long countersunk masonry anchors at 400mm centres. The lintel should be straight and level. The jack studs should be straight and plumb.

##### Lintel/trimmer sizes.

CS Cavity Sliders are non-loadbearing. The lintel (or trimmer, ceiling joist or other structural component) directly above the track must span the full trim size opening width.

Timber lintels sized from NZS3604 (NZ) / AS1684 (AU) are acceptable if the weight of the door leaf/leaves is less than 75kg/m width of door. If heavier, specific design is required. Please consult your engineer.

##### Trim size (hole in the wall framing):

Height	Single	Bi-Parting
For all units	DH + 95	DH + 95
Width	Single	Bi-Parting
2 doors	(DWx3) - 51	(DWx6) - 163
3 doors	(DWx4) - 151	(DWx8) - 363
4 doors	(DWx5) - 251	(DWx10) - 563
5 doors	(DWx6) - 351	(DWx12) - 763

##### Standard under door clearance

With the unit sitting hard on top of the concrete or timber floor, the clearance under the door leaf (and U-guide) ranges between 18-25mm (adjustable).

The majority of this clearance is taken up by the floor covering (carpet, tiles etc.).

##### Modified under door clearance

If you require **more** than 25mm clearance under the door: pack the cavity unit off the floor by the amount you need.

If you need **less** than 18mm clearance (e.g. polished timber floors) there are two options which must be **pre-ordered**:

- A door up to 8mm taller can be fitted.
- The unit can be made up to 8mm shorter.

##### Contamination of the top track

Never drill, nail or screw through the centre section of the track except through the pre-drilled holes. The track running surface must be clean and free of any contamination or damage, e.g. paint or dust. The tyres on the carriage should not be chipped, dented or have swarf embedded in the tyre. **Take extra care with the carriages to avoid any damage during the installation process.**

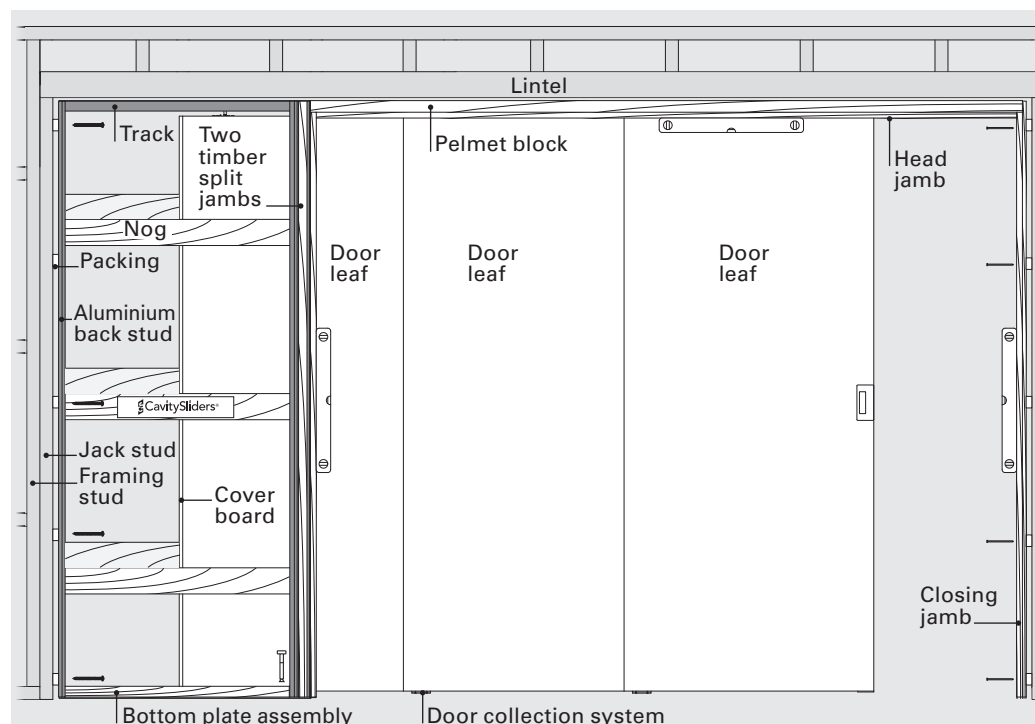
##### Fixing the cavity slider to the floor

Installing the cavity slider 100% plumb and level will **NOT** guarantee correctly sliding doors. If the wall, lintel, floor and doors are not all plumb, level and straight, or the doors are twisted, they may slide incorrectly into the pocket.

For this reason, the skirting block fixing (at the base of the pocket frame behind the split jambs) should only be secured once you have ensured the doors are running parallel to the pocket.

##### Remove packaging and check components

Check for any transportation damage. If anything looks damaged or out of specification or you are unsure, contact CS before beginning your install.

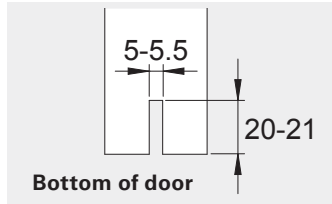


## Door Preparation

### 1. Prepare the doors (if not already fitted). (see door overviews, page 4 & 5).

#### a) Bottom of the door:

Cut a groove to the dimensions and tolerance shown. Make it central to the door thickness and absolutely straight.



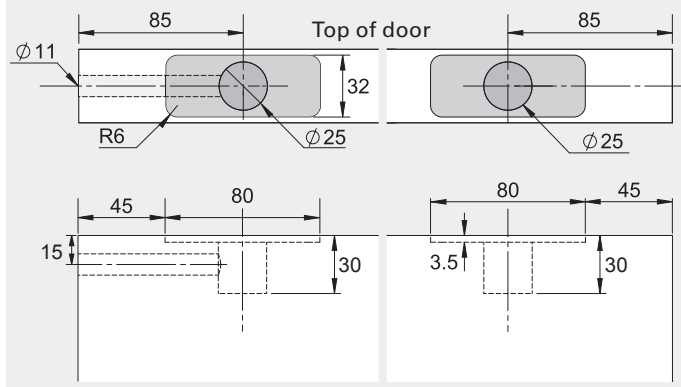
#### b) Top of the door:

Prepare mounting plate holes to the size and depth as shown. Make sure they are placed exactly in the centre of the door thickness.

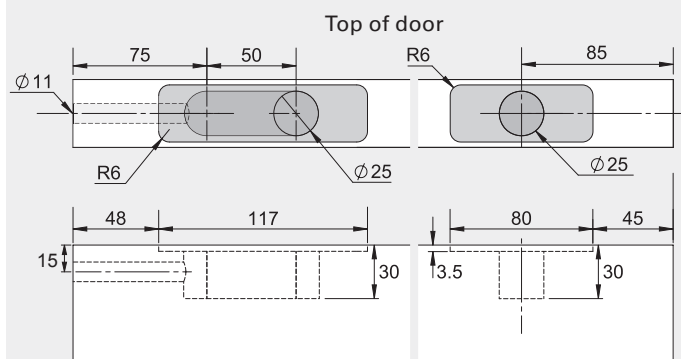
Do not over-machine the holes.

Note: the trailing door(s) will have mounting plates with stops. Lead door mounting plates do not have a stop.

#### LEAD DOOR - Mounting plate without stop



#### TRAILING DOOR(S) - Mounting plate WITH stop

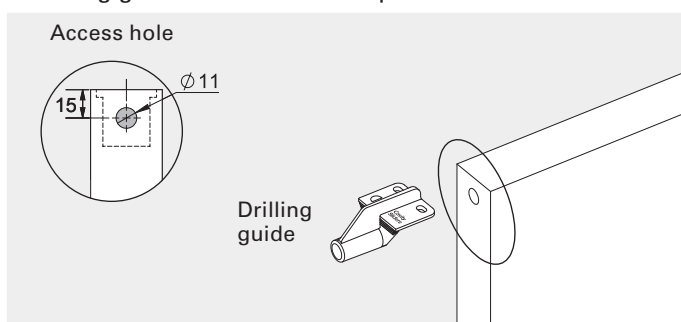


**NoClosingJamb (NCJ) detail:** All doors will require a mounting plate with stop, and all tracks will require a track stop. Fit mounting plates 150mm from front edge of door. Refer to the additional installation instructions supplied.

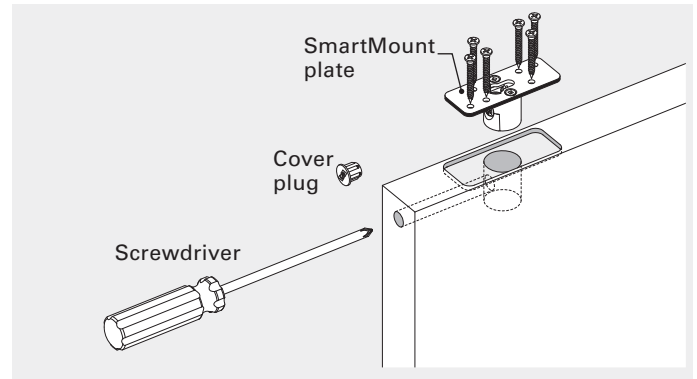
#### c) Leading edge of the doors:

Drill an access hole as shown. Make sure it is exactly in the centre of the door thickness, runs straight and meets the mounting plate hole.

A drilling guide is available if required.

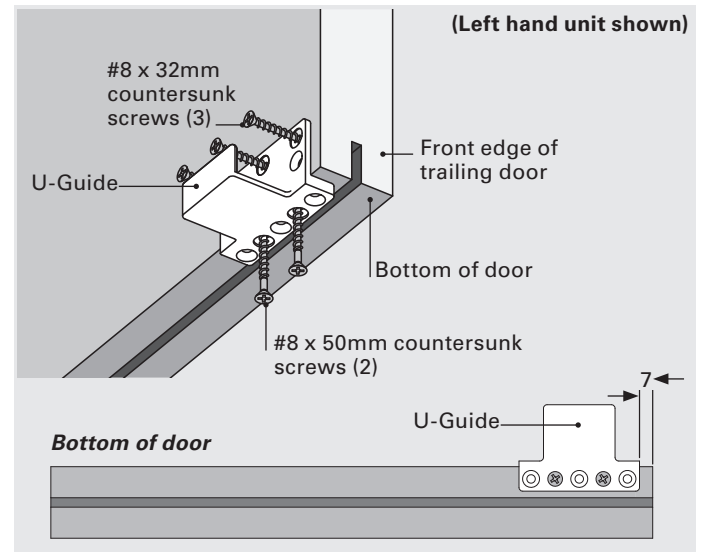


#### d) Fix the SmartMount plates to the doors using the screws supplied.

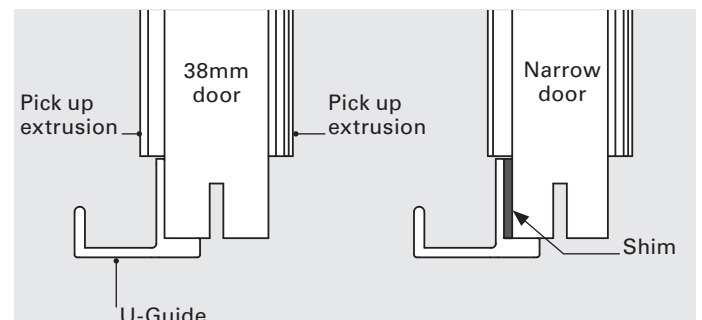


#### Fit U-guides:

Fit the U-guides as shown to all doors except the lead door (see page 4 & 5). The U-guide must be fitted 7mm back from the front of the trailing door(s).

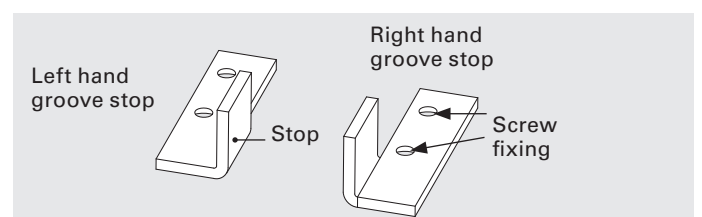


Depending on the door thickness, steel shims (packers) may be needed.



#### Fit groove stops:

Fit groove stops, noting that the groove stops are handed and must be fitted correctly (see page 4 & 5).



Groove stops are only required on units with more than two doors and should be fitted as follows:

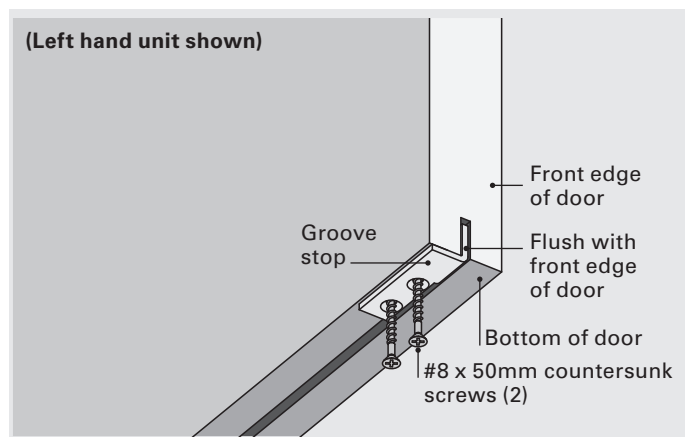
2 doors: not required.

3 doors: fit to leading edge of lead door only.

4 doors: fit to leading edge of lead door and door beside it.

5 doors: fit to leading edge of lead door and the two doors beside it.

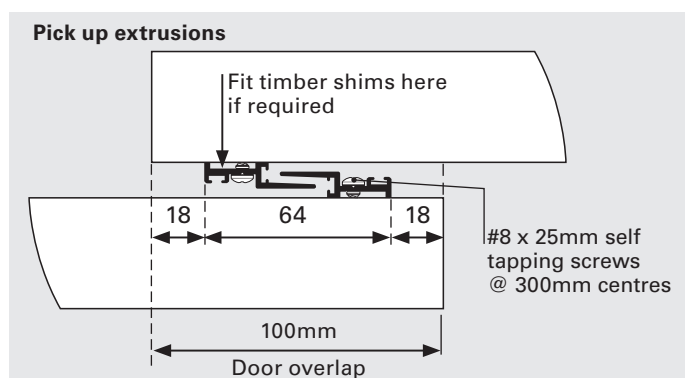
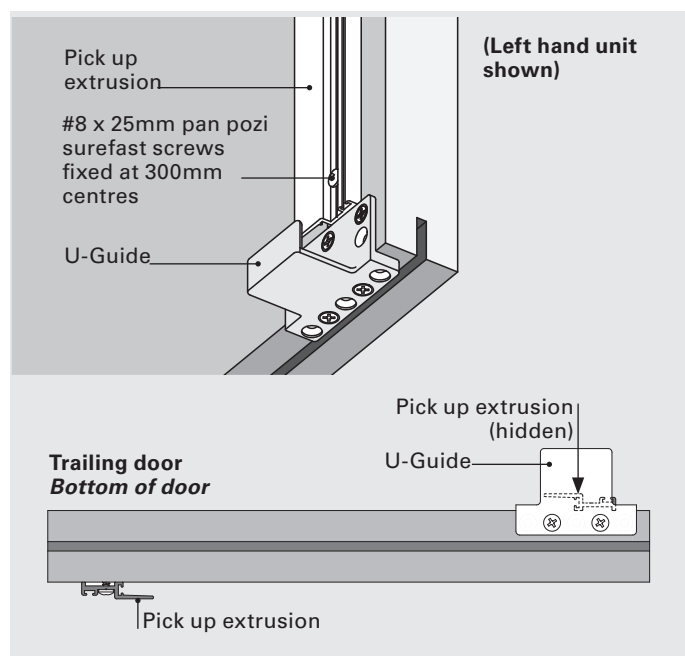
Where 4 or more doors are fitted, the groove stop on the first trailing door will be of the opposite hand to the lead door (*see page 4 & 5*).



### Fit vertical pick up extrusions to all doors:

Determine which side of the pocket the lead door comes from and mark where the pick up extrusions should go (*see door overviews, page 4 & 5*).

Fit the extrusions as shown using #8 x 25mm pan pozi surefast screws fixed at 300mm centres.



Depending on the door thickness, timber shims may be needed.

35mm doors - use 15 x 4mm thick shims

36mm doors - use 15 x 3mm thick shims

37mm doors - use 15 x 3mm thick shims

38mm doors - no shims needed

39/40mm - rebate extrusion into door by 1mm.

Note: every door needs one half of a pickup extrusion fitted in position as shown (*page 4 & 5*).

## 2. Prepare the cover board.

Unless otherwise specified, CS OvertakingDoors units are supplied with a cover board which fits to the back of the trailing door to block off the cavity when the doors are closed.

If the paint quality finish is not suitable, you may cover the board with veneer etc. or make a new cover board.

The board must have:

a) a groove cut out of the bottom;

b) 4.5mm holes drilled;

c) to be buzzed down to the correct width if the doors are under 40mm thick, using the formula:

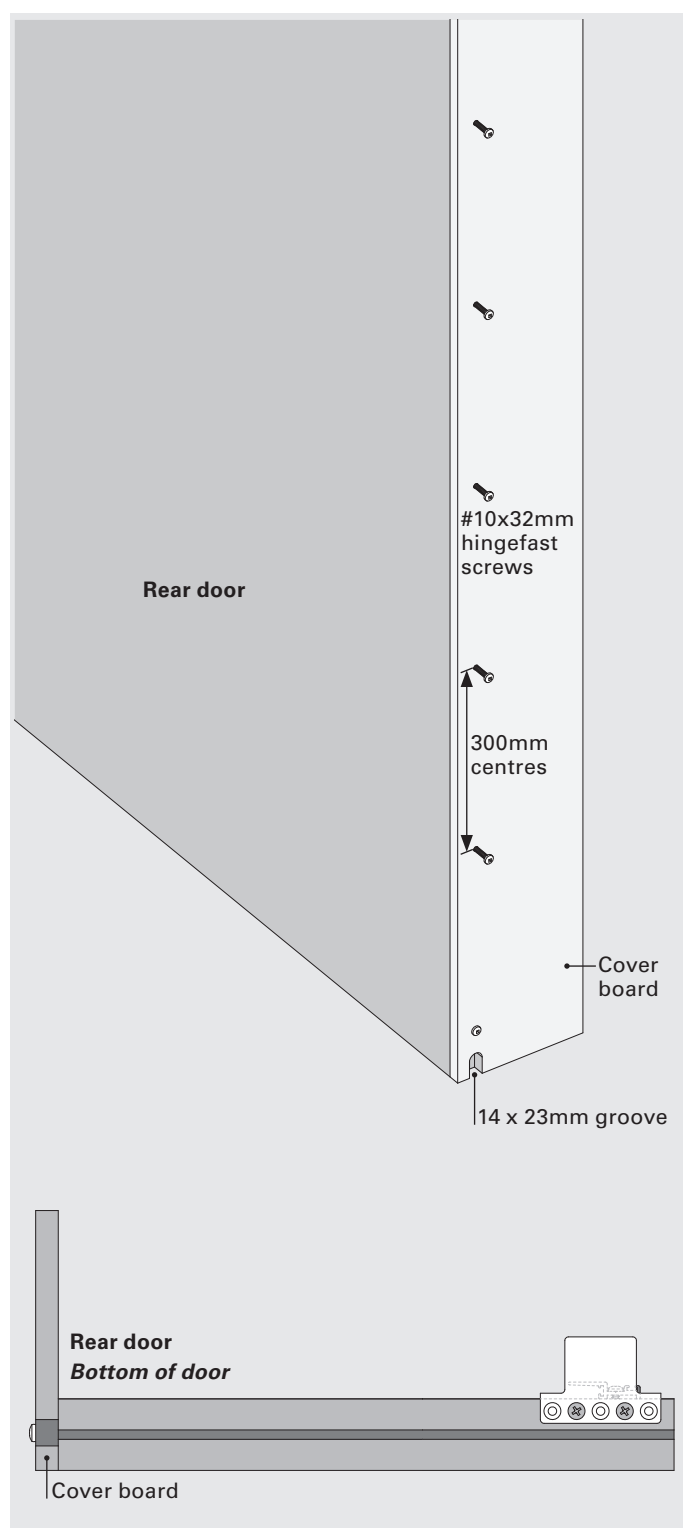
2 doors = Door Thickness + 50mm

3 doors = Door Thickness + 100mm

4 doors = Door Thickness + 150mm

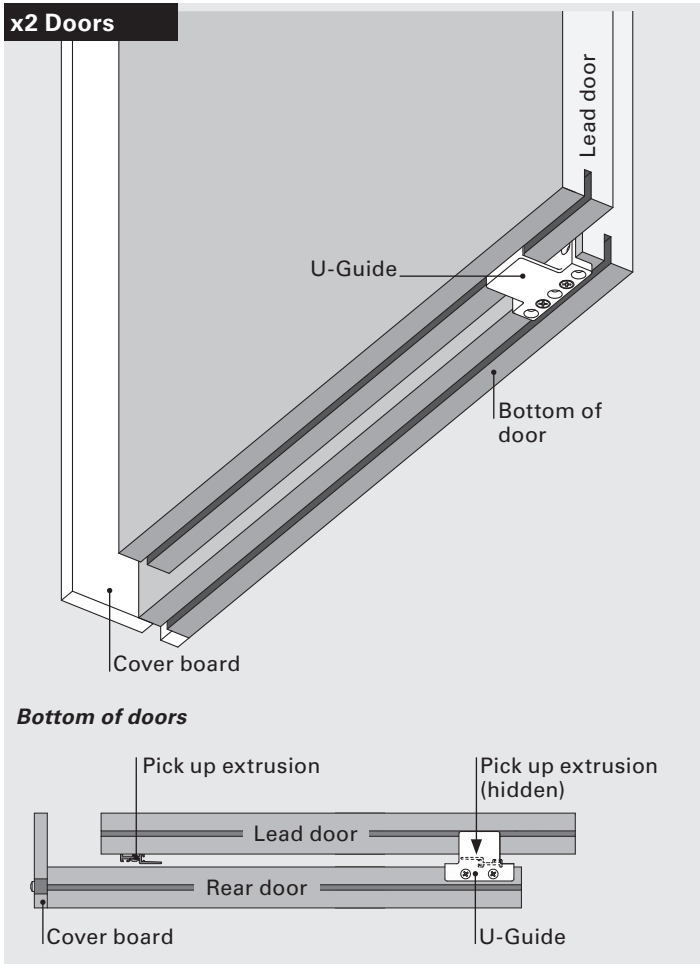
5 doors = Door Thickness + 200mm

Fix cover board to the rear door through the pre-drilled holes.

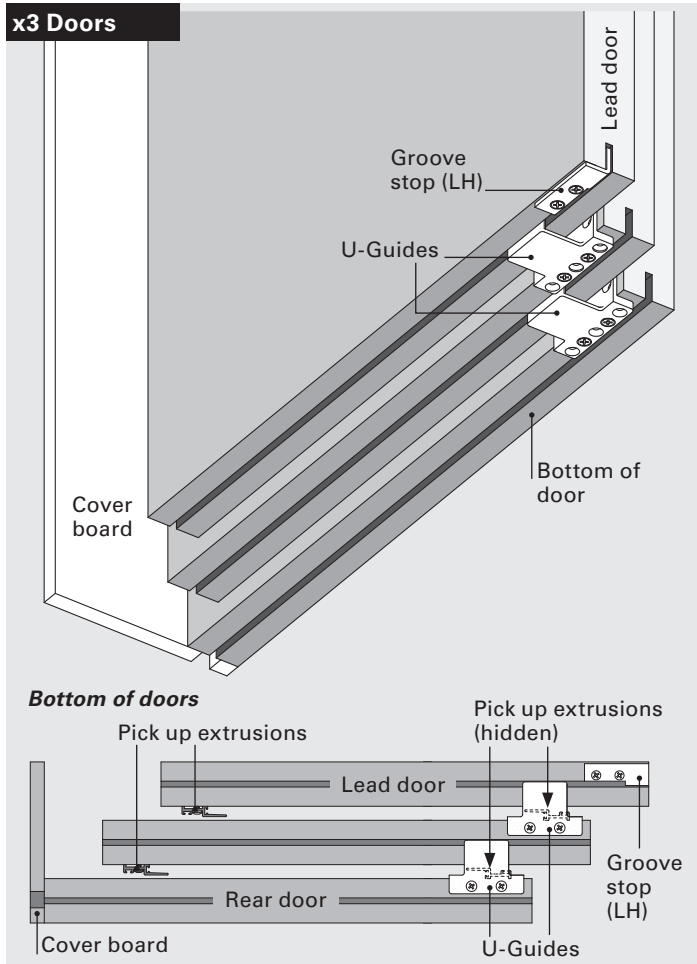


# 4 3. DOOR OVERVIEWS (Left hand leading door)

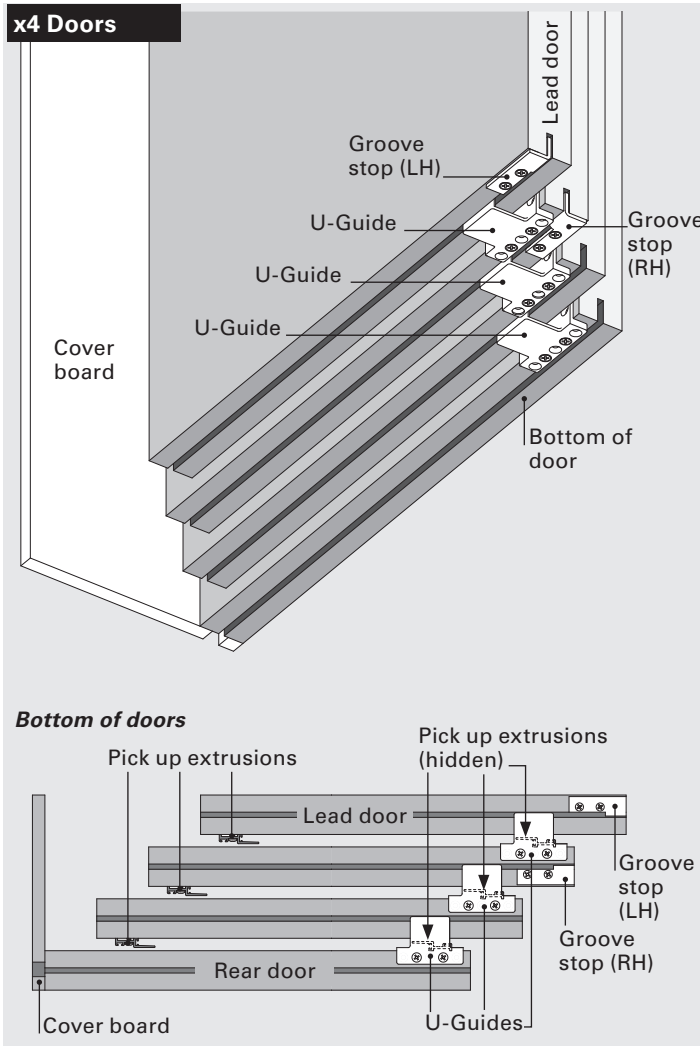
**x2 Doors**



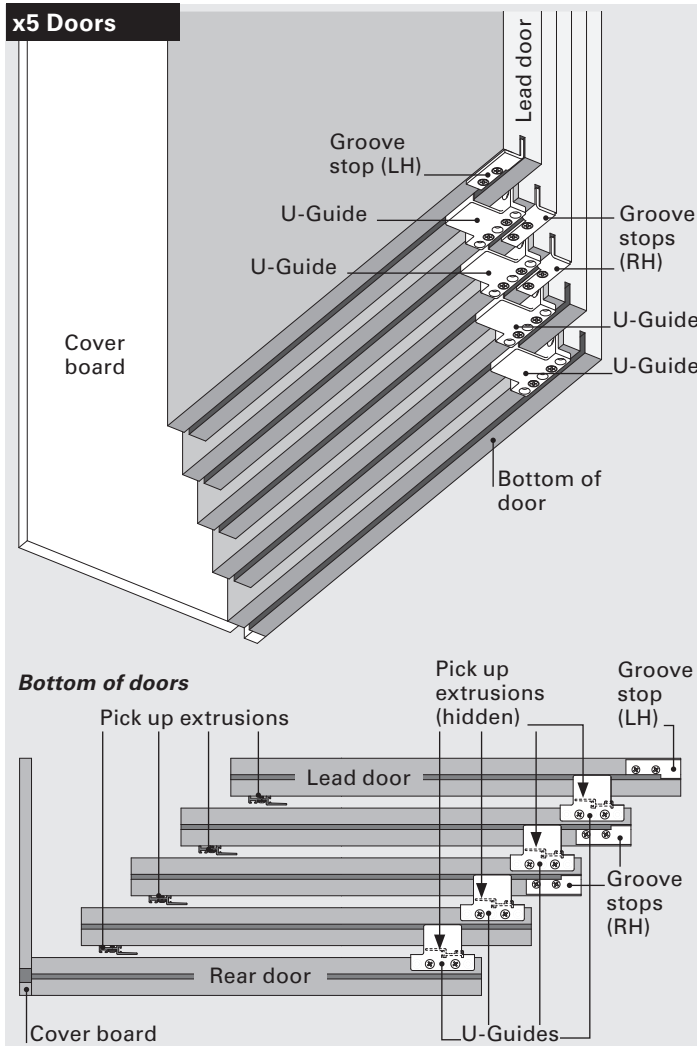
**x3 Doors**



**x4 Doors**

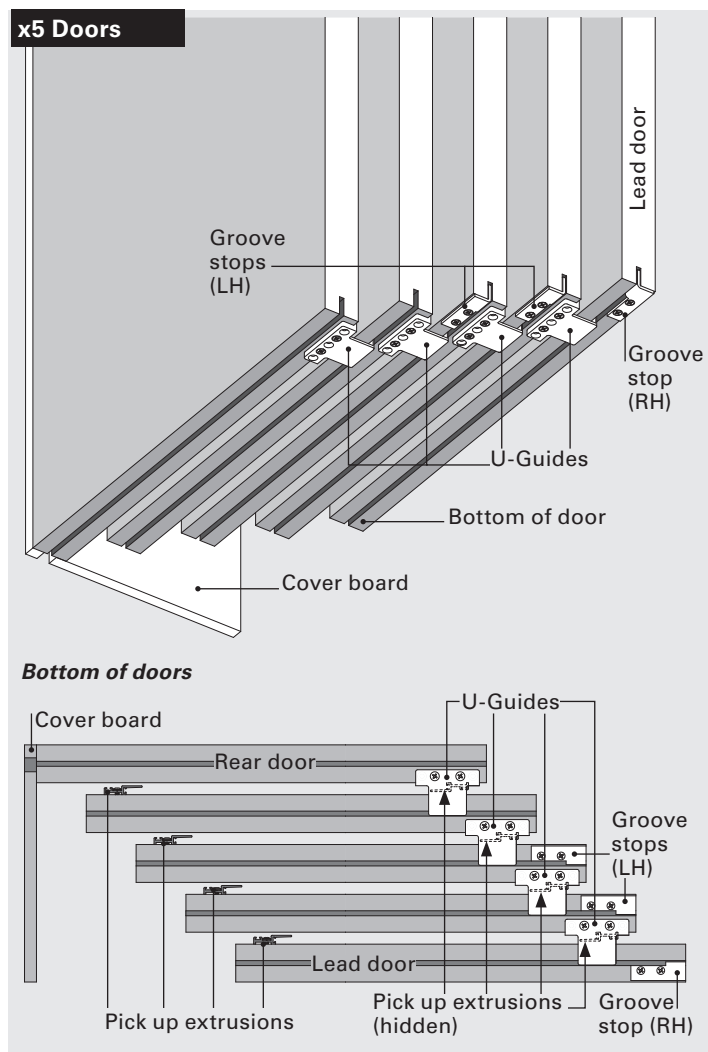
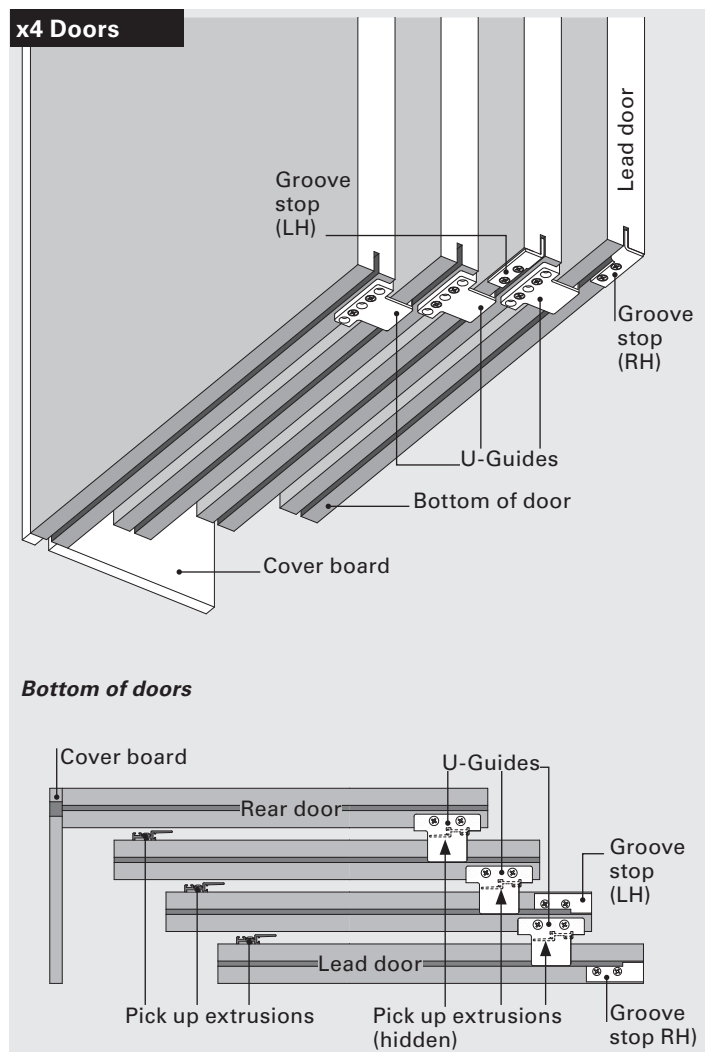
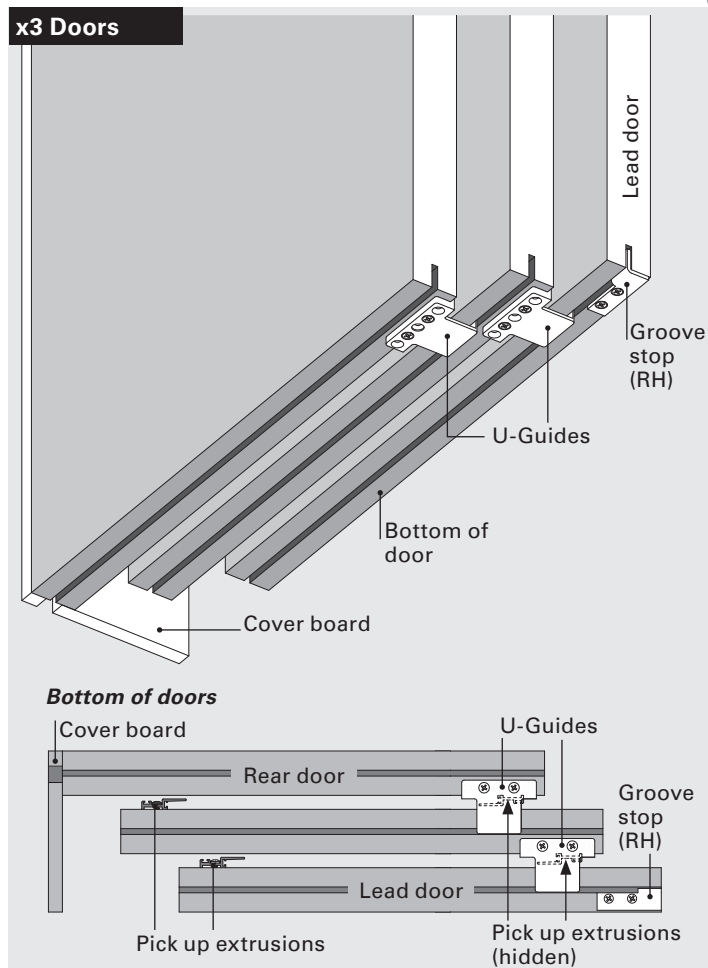
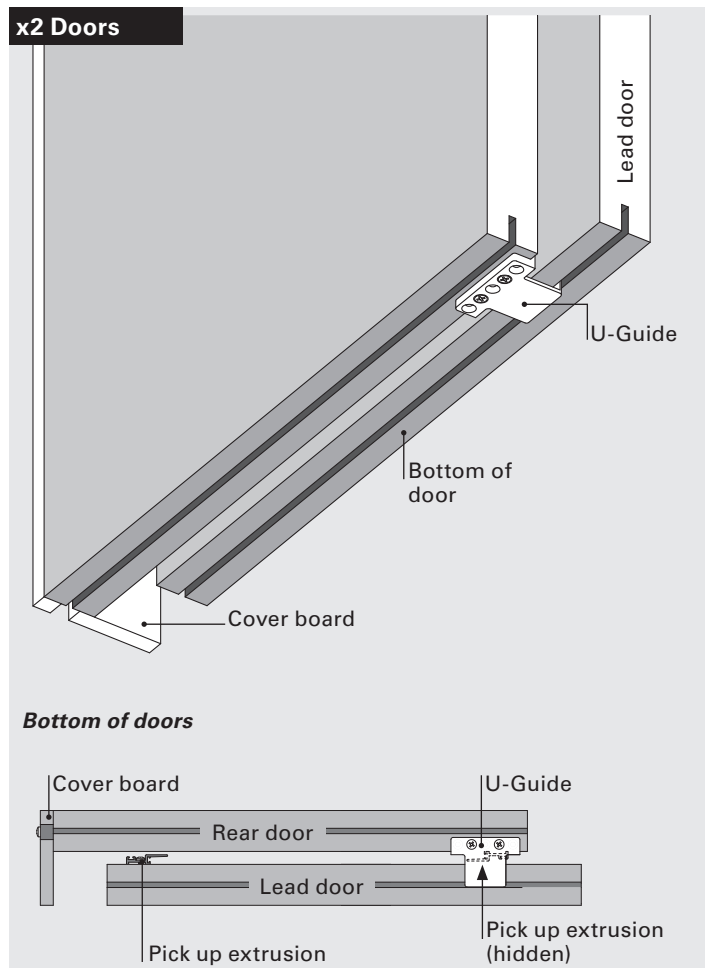


**x5 Doors**



### 3. DOOR OVERVIEWS (Right hand leading door)

5

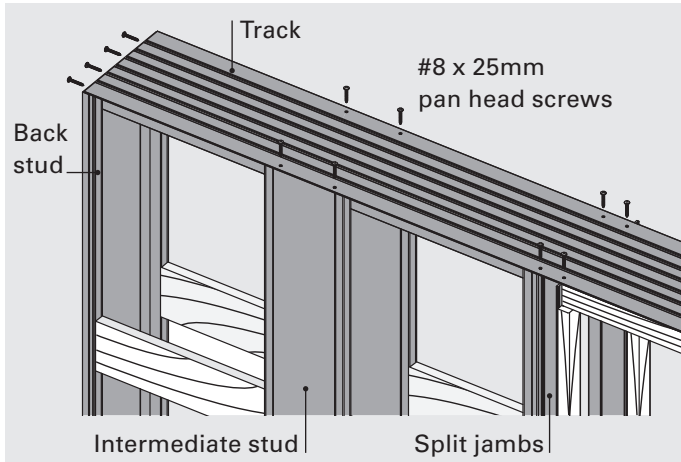


## Preparation

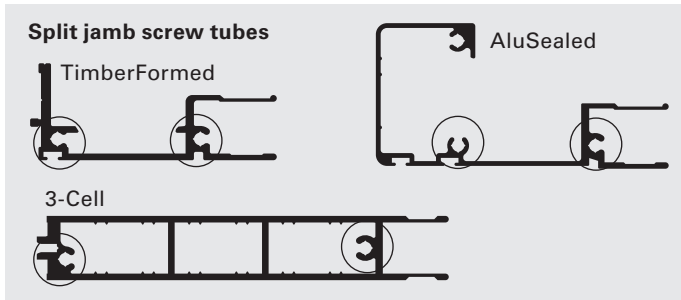
### 4. Fit the track to the unit (if not already fitted).

Check inside the track and clean out all dust and debris. Remove all temporary frame packers marked "remove".

Slide the track into the unit and fix to the aluminium split jambs, back stud and intermediate studs (if fitted).

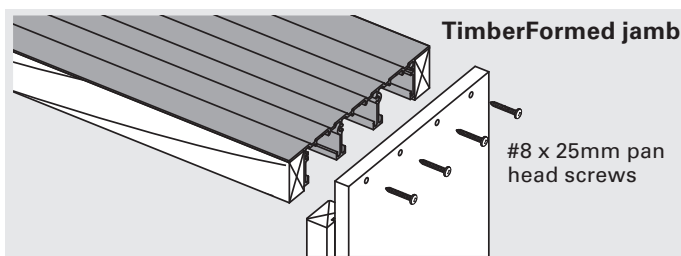


Make sure that the track holes line up with the split jamb and intermediate stud screw tubes.

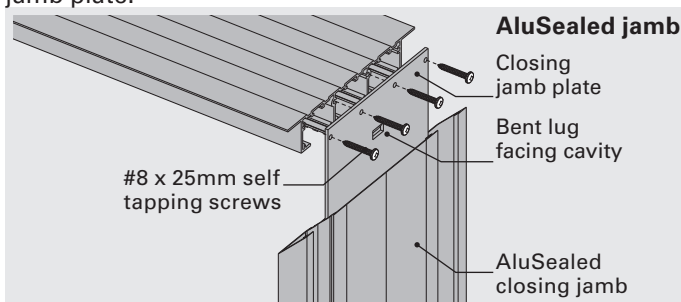


### 5. Fit the closing jamb to the unit (if required).

**TimberFormed (timber) jamb:** Screw the closing jamb onto the end of the track using #8 x 25 pan posi self tapping screws supplied. The screws fit through the pre-drilled holes in the closing jamb which then cut a thread into the screw tubes which are part of the track.



**AluSealed (aluminium) jamb:** screw the closing jamb plate (bent lug facing cavity) onto the end of the track using #8 x 25mm self tapping screws as supplied. Slide the aluminium closing jamb, mitre to the top, over the closing jamb plate.



**5. Bi-Parting units:** Ensure that the tracks are connected neatly together with alignment pins provided. These fit into the track screw tubes.

## Installation

### 6. Place the whole unit into the framed opening.

Check that the jack studs on both sides of the door opening are plumb in both directions.

Plumb up the two split jambs. **Use a level!**

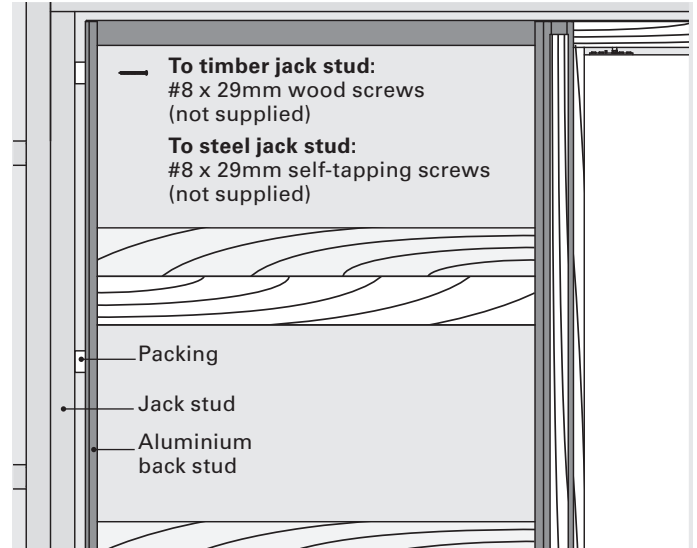
### 7. Fix the aluminium back stud.

While keeping the timber split jambs plumb, pack behind the aluminium back stud.

Screw the aluminium back stud including the packing to the jack stud through the pre-punched holes.

**Timber studs:** use #8 x 29mm wood screws.

**Steel studs:** use #8 x 29mm self-tapping screws.

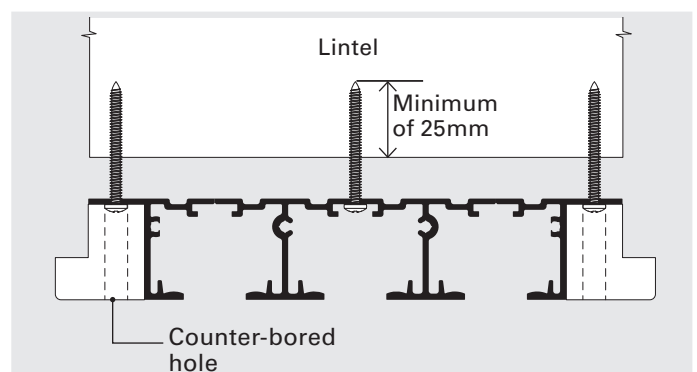


### 8. Level the track.

The track must be fitted level and straight.

The track must be fixed to the lintel at 600mm centres through the aluminium flanges on both sides of the track and through every pre-drilled hole in the track centres (3, 4 and 5 track options).

Fit the first screws 100mm back from the closing jamb end of the track or the track joining point (Bi-Parting units).



#### Screws for:

**Timber lintel:** #8 screws to penetrate lintel by at least 25mm (not supplied)

**Light steel lintel (under 2mm):** #8 self-tapping screws to penetrate lintel by at least 5mm (not supplied)

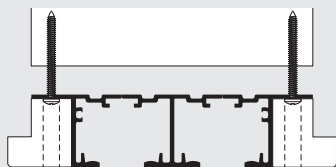
**Heavy steel lintel:** M5 machine screws (not supplied)

Counter bore the timber pelmet blocks so that the screw heads pull hard up under the aluminium flanges.

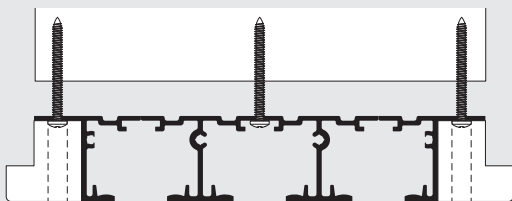
**Fixed Head Jamb:** The head jamb does not need to be removed at a later date for access. Screw holes can be filled and painted over.



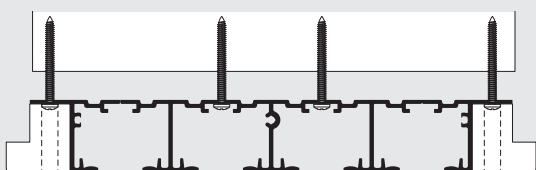
**2 Track:** Fix through aluminium flanges either side of track.



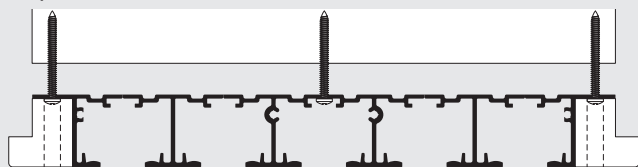
**3 Track:** Fix through aluminium flanges either side of track and pre-drilled holes in centre track.



**4 Track:** Fix through aluminium flanges either side of track and pre-drilled holes in centre tracks.



**5 Track:** Fix through aluminium flanges either side of track and pre-drilled holes in centre track.



## 9. Fix the closing jamb (single units only).

Plumb closing jamb. Use a level!

**TimberFormed jamb:** Pack and nail in two rows (side by side) through the recessed centre section of the closing jamb to the jack stud using  $\varnothing 2 \times 50\text{mm}$  nails in the following sequence:

First: fix the top of the closing jamb.

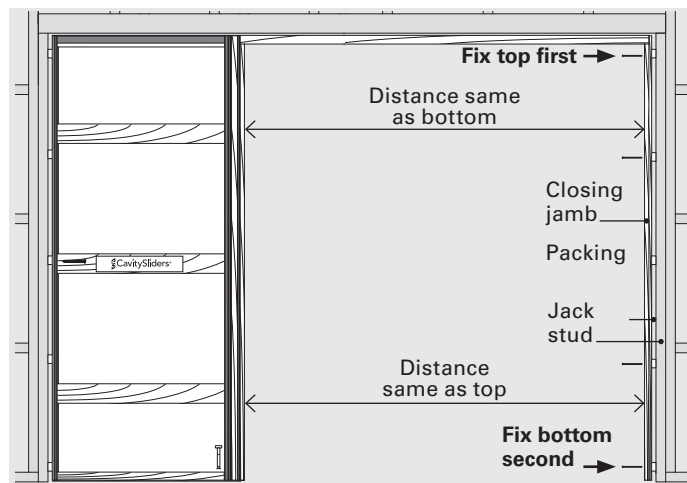
Second: fix the bottom of the closing jamb.

For **timber**: use  $\varnothing 2.8\text{mm} \times 60\text{mm}$  nails.

For **steel**: use #8 self tapping screws.

Ensure that the distances between the closing jamb and the split jamb are the same.

**The distance at the bottom must never be more than the distance at the top.** Measure this carefully!



Now fix between the top and bottom.

Use a straight edge to make sure that the closing jamb is straight. Check the lead door is aligned to the closing jamb by sliding the door into the closing jamb. You should have an even gap between the side of the door and closing jamb.

**9. AluSealed jamb:** In the sequence outlined above, screw through the pre-drilled holes down the centre of the closing jamb into the jack stud using #8 x 50mm screws.

**Do not fit the coloured closing jamb plugs used to fill the pre-drilled holes in the closing jamb until installation is complete.**

## 10. Load the carriages into the tracks.

Slide the carriages (and SofStop mechanism if required) into the tracks.

### SofStop®

#### Check hanger pins.

Depending on the unit you have purchased, you may need to replace the hanger pin that connects the carriage to the SmartMount plate.

#### SmartMount with SofStop

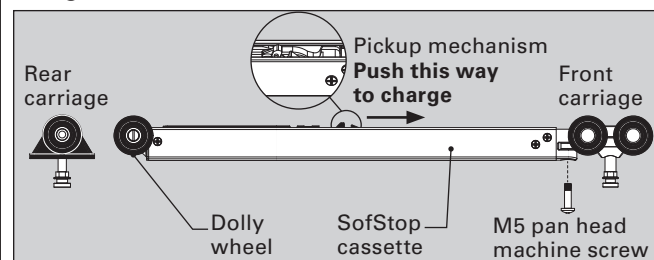
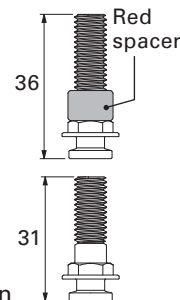
SmartMount hanger pins are supplied with a red spacer to prevent it being wound up too far and interfering with the SofStop activator in the track.

#### SmartMount with SofStop and 3-9mm Clearance

Replace the hanger pin on the front carriage with the short (31mm) pin supplied in the SofPack.

Attach SofStop cassette to front carriage with M5 pan head machine screw. Tighten with #2 Phillips screwdriver.

The SofStop mechanism fits together as shown below. **Push the pickup mechanism in the direction shown to charge.**

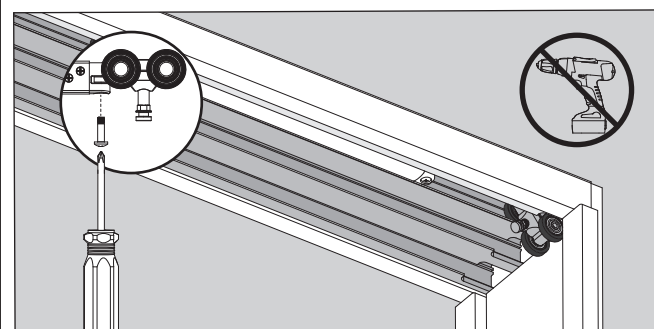
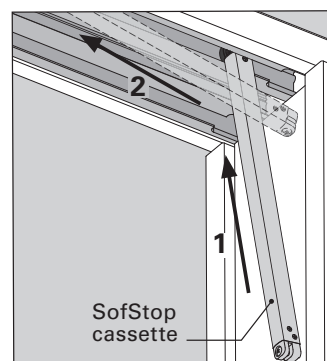


a) Slide the rear carriage into the track.

b) Insert the cassette into the notched end of the track, dolly wheel first, ensuring that the pickup mechanism is facing up.

c) Slide the front carriage into the track with the tow bar facing towards the SofStop cassette.

d) Secure the carriage to the cassette with the M5 pan head machine screw. Tighten with #2 Phillips screwdriver.



Repeat for the other tracks.

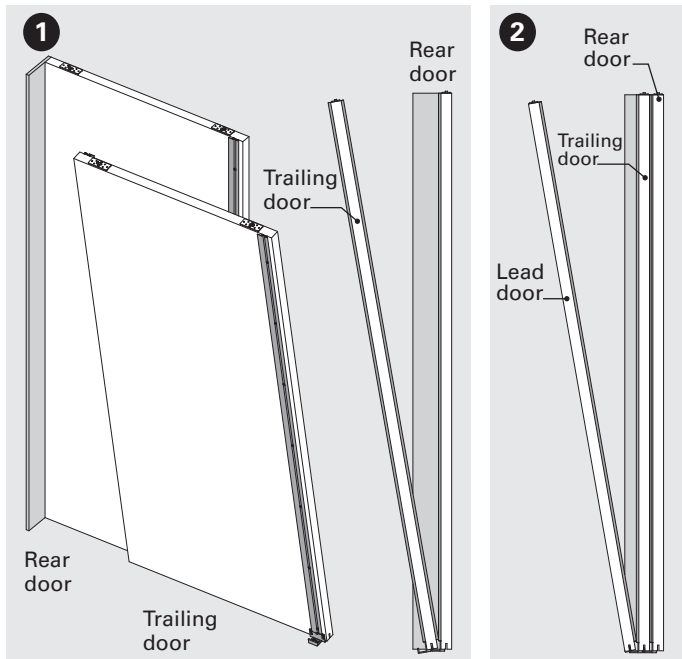
## 8 11. Fit the doors to the cavity.

Begin by loading the rear door first.

Position the door underneath the carriages and offer the mounting plate onto the wheel hanger bolt.

Depress the plunger using the bolt head and slide across until the bolt snaps into locked position.

Load subsequent doors by sitting the groove over the top of the stainless steel U-Guide of the previous door and levering up. Connect the mounting plates to the carriages.



Insert a screwdriver into the access hole in the front of the door and turn the locking pin 90 degrees clockwise until you hear a click. Check that the carriages are locked in place. Insert the cover plugs to cover the access holes.

## 12. Fix the bottom plate assembly.

The doors must slide parallel with the bottom plate assembly.

If not, gently tap the front of the assembly to the left or right until they do.

The doors should now slide smoothly and the lead door should close into one side of the closing jamb recess with a neat gap between the door edge and the jamb.

For Bi-Parting units, the doors should close and align neatly with each other in the centre of the opening.

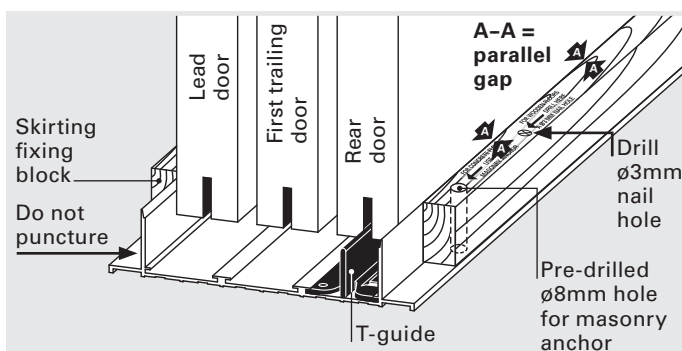
Fix the bottom plate assembly to the floor as follows:

To **concrete** floors:

Fix with  $\varnothing 8\text{mm} \times 90\text{mm}$  masonry anchors through the pre-drilled holes in the skirting fixing blocks of the bottom plate. (See the red stamped arrow on the timber).

To **timber** floors:

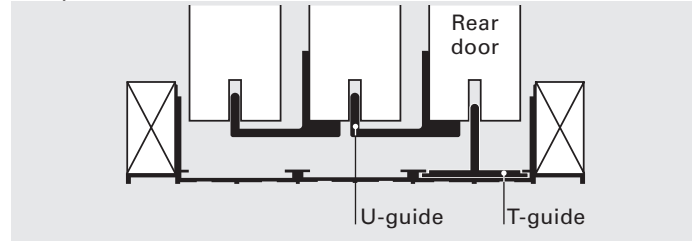
Fix the bottom plate assembly with  $\varnothing 3.15\text{mm} \times 75\text{mm}$  nails on either side in the centre of the skirting fixing block thickness. (See the red stamped  $\oplus$  on the timber). Pre-drill  $\varnothing 3\text{mm}$  holes for these nails.



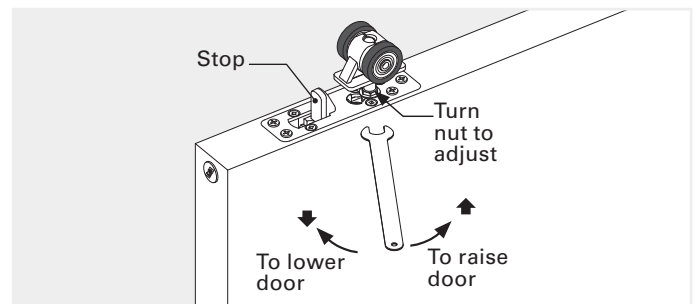
## 13. Adjust the doors.

Check collection clearances and adjust door heights as required.

Use the spanner supplied to adjust the doors for height and plumb.



Note: The top of the hanger pin screws into a self-locking Nyloc type nut in the carriage. For the assembly to remain in its adjusted position over time the hanger pin must be screwed into the nylon locking portion of the nut by at least 3 full turns.



If the red spacer on the hanger pin hits the carriage you cannot wind it up any further.

**For 3-9mm Clearance or Full-Height Detail (non-SofStop):** remove the spacer.

You can request a shorter or longer pin if required.

**For SofStop:** replace the pin with the shorter one supplied in the SofPack.

## 14. Fit the track stops.

Track stops determine the position where the door stops in the opening. Track stops are required for all doors except the lead door.

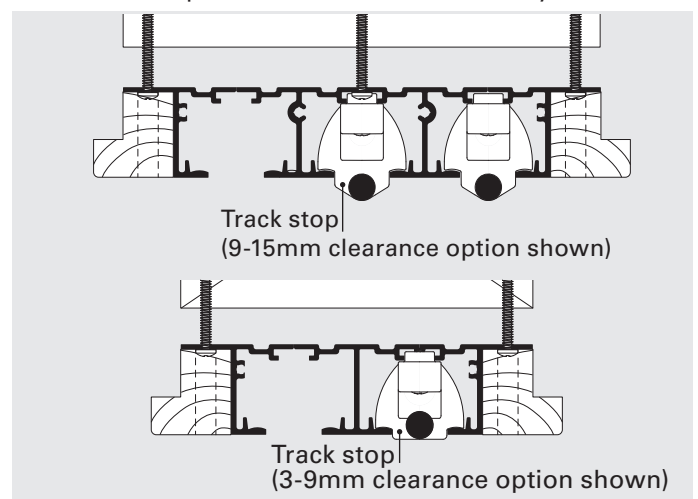
Slide the track stops into the open end of the track with the rubber buffer facing towards the pocket.

Slide the stop(s) approximately 200mm before where you think they should be and slowly bring the doors to the closed position.

Open the doors again. The stops will now be close to the required position.

Tighten in place. Repeat the process again and adjust if necessary.

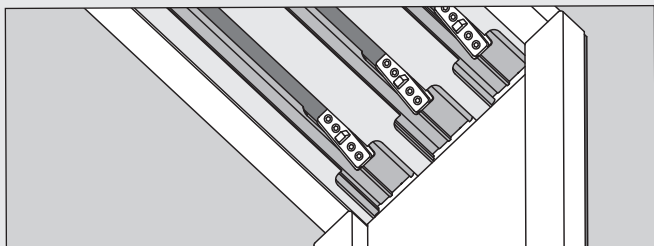
Ensure that the rear door edge and cover board remain 20mm into the pocket when the doors are fully closed.





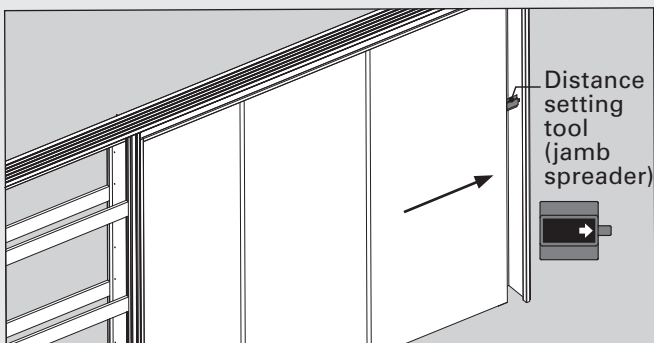
## 15. Set activator positions.

- a) **Insert activators:** Open the doors and insert the activators into the track slots. Slide them along the tracks to approximately the centre of each door in the closed position.



**NOTE:** depending on the number of doors you may need to remove some screws to insert the activators. Ensure you reinsert the screws when the Sofstop installation is complete.

- b) **Set activator position for lead door:** Position the distance setting tool against the centre of the closing jamb or finished wall and very gently close the lead door onto it. All the activators will slide along the tracks into the correct positions.



- c) Without moving the activators, open the doors and securely tighten all four grub screws on each activator.  
d) Ensure the doors are stopping on the track stops, not the activators.  
e) Reinsert any track screws removed during activator positioning.

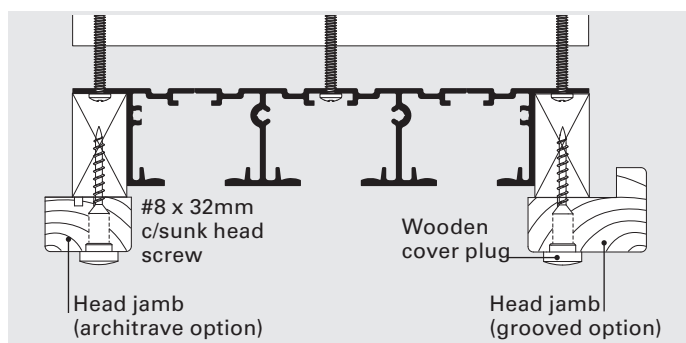
**WARNING:** If the door soft closes, but does not come to a stand still on the closing jamb or track stop, you risk breaking the hook on the soft close mechanism. If you use the distance setting tool correctly this will be avoided.

## 16. Fit the head jambs (if required).

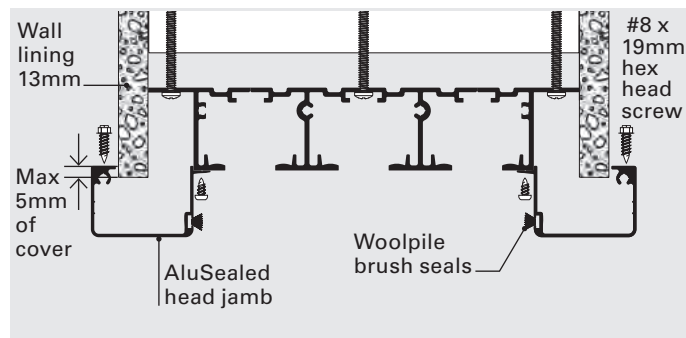
Before fitting head jambs, adjust the doors for plumb and for the desired clearance under the doors (**Step 13**).

Slide the head jambs into place between the vertical jambs. Flush up the joints, then screw into place.

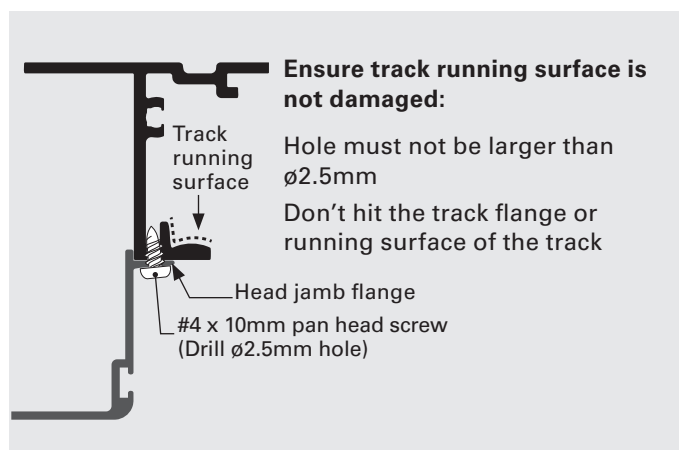
Gently tap wooden plugs to cover the screw heads.



16. **AluSealed:** screw in place through both ends at the top of the head jambs.



AluSealed head jambs require an extra screw to hold the centre of the jamb to the bottom of the track as shown below. Spot through the pre drilled hole in the flange with a  $\varnothing 2.5\text{mm}$  drill into the bottom of the track.



After installation but before lining, **clean the full length of the inside running surface of the track with a soft rag. TAPE UP THE TRACK** to ensure no dust or debris enter the track or SofStop mechanism during building works.

Warranty does not cover damage arising from paint or debris in the track, wheels or mechanism.

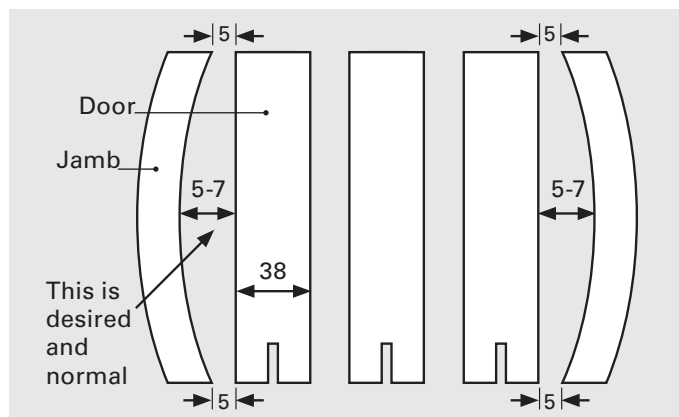
## Finishing

### 17. Fixing the wall linings.

The cavity slider comes with the split jambs intentionally 'rounded out' to accommodate any slight bowing of the door leaf and to allow door hardware to clear the jambs.

The standard clearance is 5-7mm between door and split jamb using a 38mm door.

Use wedges to maintain clearance when fixing wall linings and architraves.



**10** 17. Wherever possible, linings should only be glued on. Use short drywall screws to hold linings in place until glue is dry.

10mm linings: use **maximum 25mm** long drywall screws.  
13mm linings: use **maximum 28mm** long drywall screws.

Sealing the inside of plasterboard linings and mdf architraves is recommended.

**AluSealed:** When fixing wall linings above the head jambs do not allow the linings to finish lower than 5mm below the top of the head jamb.

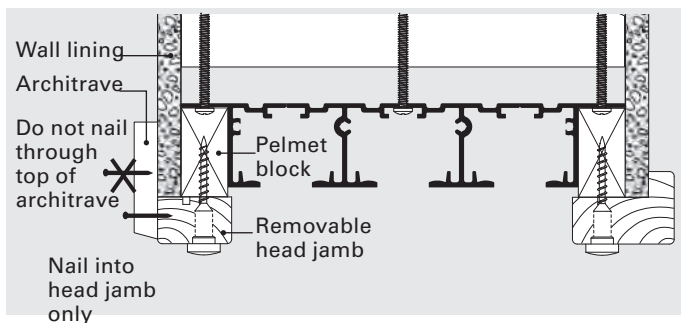
### 18. Fitting architraves.

Nail the architraves to the four vertical jambs and the two horizontal head jambs.

Use panel pins with a maximum length of 25mm plus the thickness of the architrave.

Nail the back of the architrave to the split jamb blocks using panel pins with a maximum length of the combined thickness of the architrave and wall linings plus 15mm.

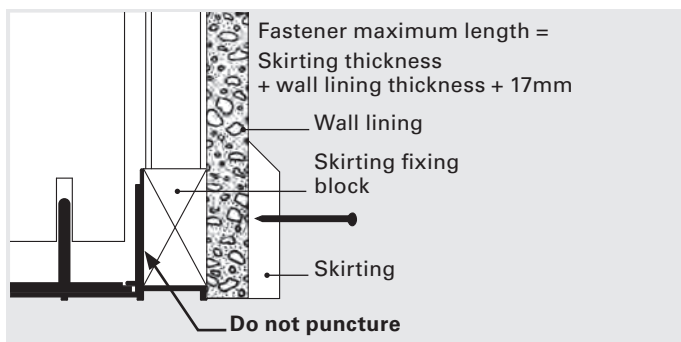
**Note (To ensure head jambs are removable):** Nail the horizontal architraves to the head jambs but **do not** nail them to the timber pelmet blocks above the head jamb.



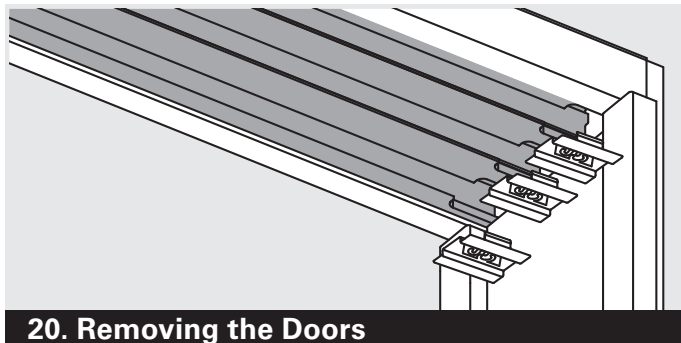
### 19. Fitting skirting.

Make sure that you do not puncture the aluminium extrusion of the bottom plate assembly. Use panel pins to fix the skirting to the fixing block.

**Do not hammer too hard against the bottom plate. This may damage the channel where the door slides.**



### 19. Insert the track notch covers if required.



### 20. Removing the Doors

#### a) Removable Head Jamb

Begin by removing the architrave and head jamb from one side (if fitted).

Make a thin knife cut where any paint joins two components so as not to tear existing paint work.

#### b) SmartMount/ Fixed Jamb Option:

If your head jamb is fixed it does not need to be removed for access.

Loosen and remove the track stops (if fitted) so that the rear door can slide all the way out of the pocket.

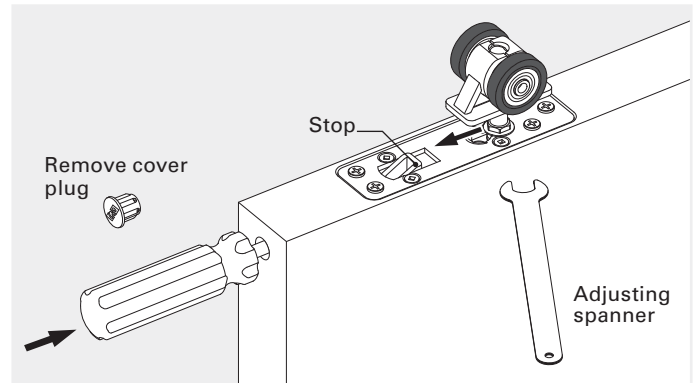
For units with more than 2 doors, you may find it easier to remove the cover board first.

This will allow the trailing doors to slide independently of the lead door and become easier to remove.

Remove the cover plug and push a screwdriver into the door to lower the stop on the SmartMount plate.

Use the screwdriver to turn the locking screw anti-clockwise one quarter turn and unlock the hanger pin.

Keep the screwdriver in place while using the spanner to slide the hanger pin sideways.

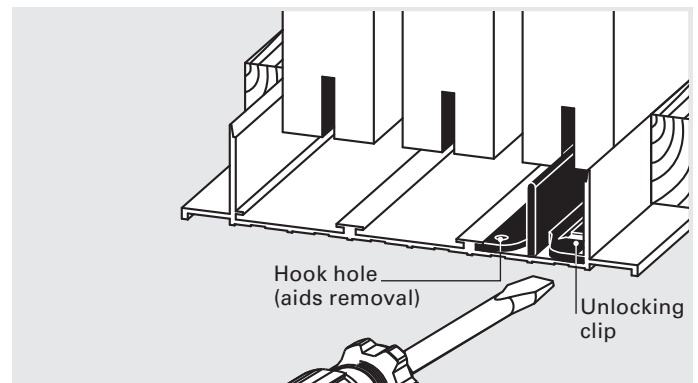


The whole carriage (including the hanger pin) will now disengage from the SmartMount plate.

It is not always easy to slide the spanner sideways. You may need to relieve the door's weight by putting a wedge between door and floor.

If you have trouble removing the doors from the pocket: lift the unlocking clip and slide the black nylon T-guide backwards slightly.

If you need to remove the T-guide: lift the unlocking clip and pull the black nylon T-guide forward. Use a hook to aid removal if required.



To remove the carriages: Slide them out of the notched end of the track.

#### Cavity Sliders Auckland Head Office

5 - 7 Rakino Way, Mt Wellington 1060

T +64 9 276 0800

E info@cavitysliders.co.nz

W www.cavitysliders.co.nz



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\*Guarantee conditions apply. Contact Cavity Sliders for details.

CS OVERTAKING DOORS® (O.D. 1986). NZ Patent No: 533838.