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I. Care and Maintenance

Operational Warning: Fleetwood products operate smoothly and special care should be taken by the owner to make sure users are not injured.

This product is factory finished. Please handle with extreme care. Protect all exposed surfaces from contact with caustics, corrosives, solvents, abrasions, impacts, wet packing material etc.

FAILURE TO DO SO WILL NULLIFY THE WARRANTY. Before **ANY CLEANING**, review the Care & Maintenance Instructions (go to www.fleetwoodusa.com for more information). **Contact the local dealer with any questions or concerns.** Fleetwood strongly recommends that all products be cleaned after installation and totally protected from construction debris and equipment.

II. Tools / Materials, Sealant Requirements, & Load / Anchor Instructions

Tools Required: Tape measure, Level, Shims, Screws, Screw Gun, #2 Phillips Bit, #3 Phillips Screw Driver, Power Drill, Sealant, Caulk Gun, Backer Rod, Utility Knife, Rubber/Plastic Mallet, Pliers, Wax.

Sealant Requirements

- The sealant referred to within this document for seals associated with the assembly of the product should conform to **AAMA 800**. It may be a sealant recommended and approved by the sealant manufacturer that is compatible with the framing, finish and surrounding materials.
- All sealant bead sizes must conform to the sealant manufacturers' size requirements.
- The Owner / General Contractor is responsible for identifying the need for any additional sealant to be applied by others. Such sealant shall be elastomeric material, with the framing, finish and surrounding materials.

Load / Anchor Instructions

- Live or Dead Loads can affect product functionality, loads shall be designed to withstand the most critical effects of load factors and load combinations as required by building code.
- Fleetwood requires maximum vertical deflection of the header not to exceed $\text{Span}/720$ or $1/4"$
- Structural engineer to determine anchor quantity and spacing for design load requirements.
- Proper isolating material must be between dissimilar surfaces (i.e. block/concrete & aluminum).

III. Assembly and Installation

General: The key to any window or door installation is preparation. This extends from storage of the product to the final installation and to all points in between. Careful planning and attention to detail can help ensure proper installation.

Note: Add tube wax lubricant to the ends of all fasteners to reduce the drive torque required for installation, apply a small amount of tube wax to the head of the fasteners to assist with installation.

It is essential that each Fleetwood product be assembled and glazed in accordance with AAMA standards and factory instructions. It is the installer's responsibility to ensure that each Fleetwood product is assembled, glazed and installed and completely sealed to ensure that the product is leak-free and operates correctly. **Installation of Fleetwood products must be in accordance with the standards set forth in ASTM E 2112.** If there are any questions regarding the installation of a Fleetwood product contact the factory customer service department.

IV. Frame Opening Verification & Sillpan Installation

1. Sillpan Substitution

- If the factory provided sillpan is not desired, the product warranty will remain intact if the substitute panning system emulates the essential design of the factory pan. This sliding door has passed specific air, water, energy and structural testing with the factory provided sillpan.

2. Frame Opening Verification

- Check the measurements of the opening and verify that the door will fit into the opening. Measure all four sides of the opening to make sure there is a clearance of 1/2" in width and 1/4" in height.
- Remove the door(s) from the packaging and lay it in front of the opening. Check width and height dimensions.
- Verify the opening is plumb and level.

3. Pre-Fit and Leveling

- Place sillpan into the opening and determine leveling (Figure 1) that must be done prior to installation.
- Shim as necessary to stabilize the entire depth and length of the sillpan. No unsupported width of more than 8" is allowed.
- If more than 1/8" shim height is required, it is recommended that pouring self-leveling "Rock Hard" (or equal) to achieve level and stable surface.

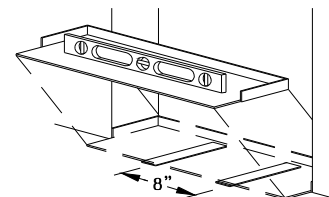


Figure 1:
Sillpan leveling

4. Flash the Opening

- Once the opening has been confirmed, flashing of the opening is required prior to Frame installation. Paper and/or liquid flashing methods are acceptable (see AAMA 711/714 for material requirements).
- Check local Building codes for any additional flashing requirements.

Paper Flashing

- At each Jamb the flashing paper should be cut at least 3" past the weep-screed or diado flashing and at least 6" above the head of the door. The flashing must wrap around the jamb and at least 3" back into the opening (Figure 2).
- At the Head run the flashing paper long enough to extend at least 3" past the jamb flashing and wrap around the Header at least 3" into the opening (Figure 3).

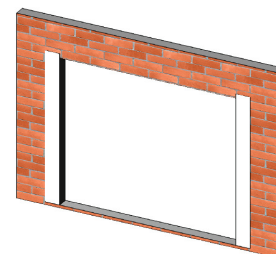


Figure 2:
Jamb Flashing

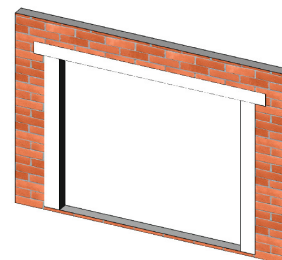


Figure 3:
Head Flashing

Liquid Flashing

- Follow the liquid flashing manufacturer instructions.

5. Sealant Application

- Apply bituminous paint to raw masonry or concrete at the sill to eliminate electrolytic and chemical reactions. It is recommended a PVC liner be placed to ensure separation of the metal frame with the substrate. In balcony situations flash the sill with aluminum or galvanized brake metal (Sillpan is provided).
- Apply sealant in all corners and seams of the sillpan (Figure 4).
- With bottom side of sillpan up, apply a 3/8" bead of compatible sealant 1/2" in from interior leg. Sealant bead to run across the bottom as well as up each vertical leg of the sillpan. Also apply sealant beads near the sides and across the front (Figure 5).
- Secure the sillpan to the floor with glue. Position sillpan as necessary to allow for proper installation of frame assembly (Figure 6).

Note: For pocket doors do not forget required space for post interlocker. Sill track is located 3/8" from pocket wall on side with post interlocker.

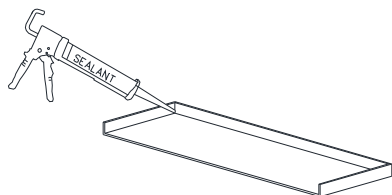


Figure 4:
Seal corners and seams

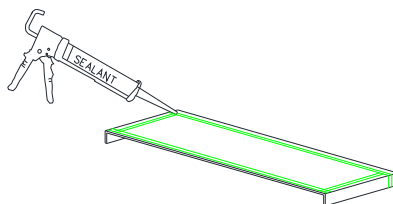


Figure 5:
Seal underside of Sillpan

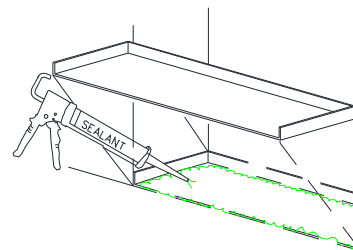


Figure 6:
Set pan in full bed of sealant

- If sillpan is more than one piece, butt the pieces and glue them to the floor together.
- Cut a piece of adhesive backed waterproof material to fit the joint as specified in Figure 7, $A=1/4"$. Select waterproofing material that is compatible for your application. Waterproofing material must have an adhesive backing and be capable of withstanding the temperature ranges for your region (Figure 8).
- Apply sealant to all interior and exterior seams.

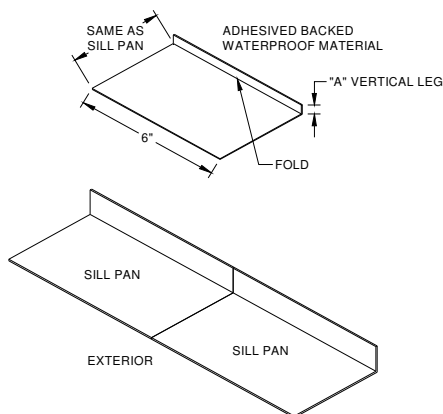


Figure 7:
Joining Sillpans with adhesive backed material

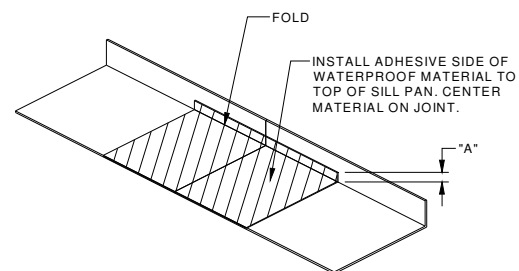
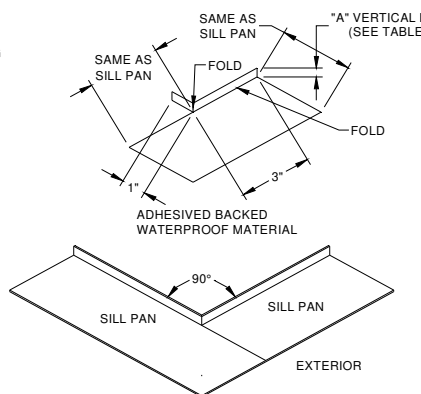


Figure 8:
Adhesive backed material centered on seam

V. Glazing Assembly

1. Start attachment of glazing vinyl at the top corner of the glass.
2. Cut glazing vinyl at corners as shown in 9, Detail "A".
3. At start/end point (seam), cut glazing vinyl 1/8" oversize to compensate for stretching.
4. Apply sealant to top portion of this seam.
5. Apply a bead of sealant that is compatible with the insulated glass seal to all four exterior corners as shown in Figure 6, Detail "A".

Notes:

- a. The glass thickness, net width and height must be to size within $\pm 1/32$ ".
- b. Failure to install according to these instructions nullifies all warranties related to this product.

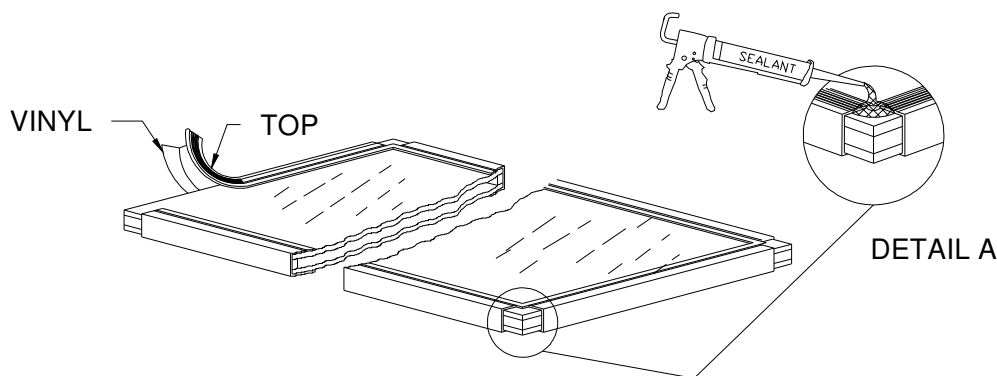


Figure 9:
Glazing Vinyl Application

VI. Panel Assembly (If panels were ordered glazed, skip to section IV)

Note: Match door configuration and panel orientation with customer order. Configuration and orientation of panels shown in assembly instructions is for illustration purposes only. Operating hardware or thumb turns are always to the interior.

"X" Panel

1. Adjust the roller assemblies (2 required per "X" panel) to the full up right position using the adjustment screw (Figure 10).
2. Center the top rail onto the glass. Using a rubber mallet, drive the rail onto the glass until the rail seats against the vinyl lip.
3. Repeat this procedure with the bottom rail.
4. Position the interlocker stile, weather-strip facing up (on the right for OX, left for XO) and drive it onto the glass.

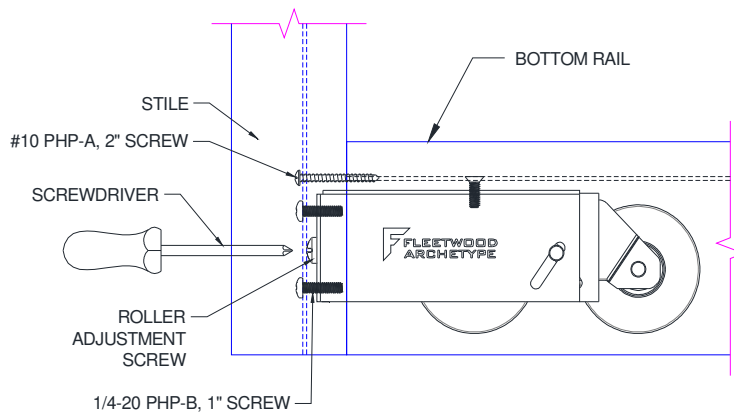


Figure 10:
Roller Adjustment

5. Position the lead stile or interlocker stile on the left side and drive it onto the glass.
6. Secure the stiles to the rails with (4) #10 x 2" pan head screws (Figure 11). Add wax to the ends of all fasteners to reduce the drive torque required for installation.
7. Install (2) 1/4-20 UNC x 1" long pan head screws to bottom of interlocker stile or lead stile. Screws attached vertical rails to Roller Housing (Figure 10).
8. On doors with meeting stiles, a stainless-steel cover is provided to cover the oblong holes at the bottom of the male meeting stile (Figure 12).

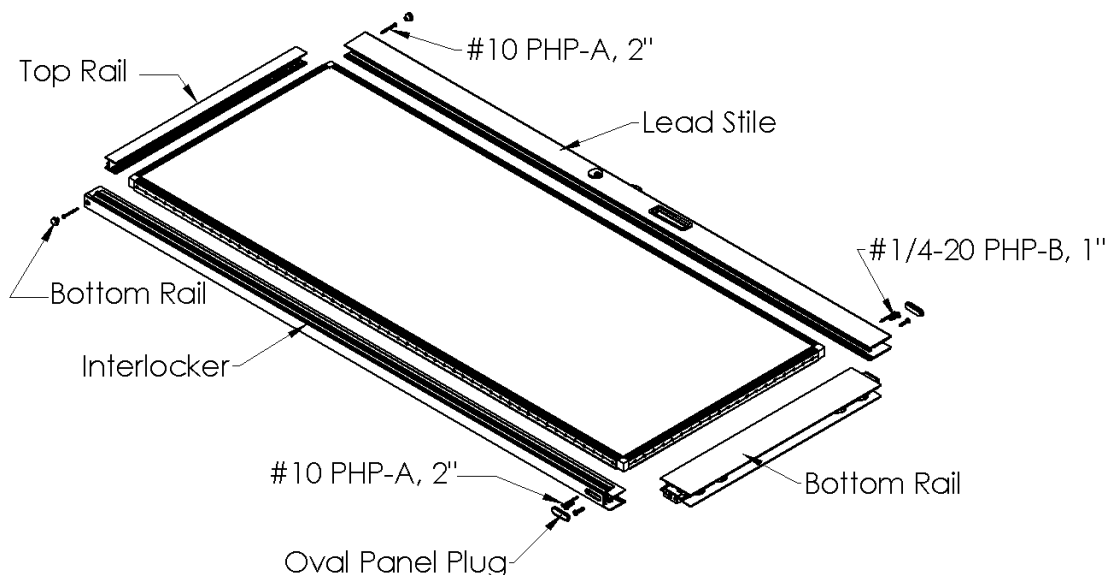


Figure 11:
X Panel Assembly

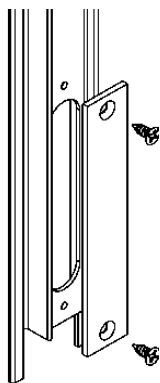


Figure 12:
Stainless Steel Cover

“O” Panel

1. Center the top rail onto the glass. Using a rubber mallet, drive the rail onto the glass until the rail seats against the vinyl lip. Repeat this procedure with the bottom rail.
2. Position the fixed stile on the right side and drive it onto the glass.
3. Position the interlocker stile on the left side and drive it onto the glass.
4. Secure the stiles to the rails with (4) #10 x 2" pan head screws. Add wax to the ends of all fasteners to reduce the drive torque required for installation.
5. Insert vinyl plugs at top and bottom of stiles (Figure 13).

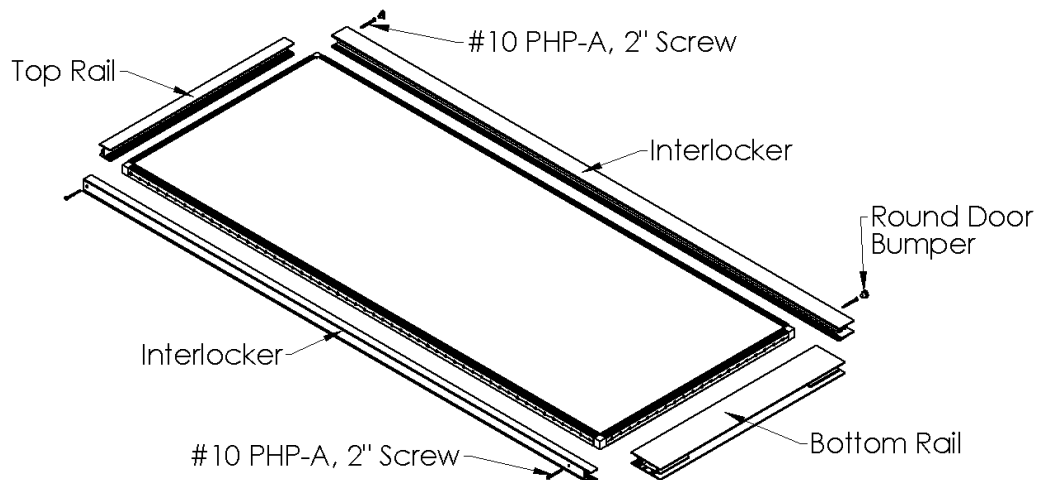
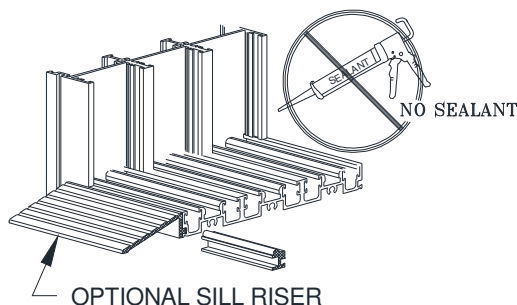
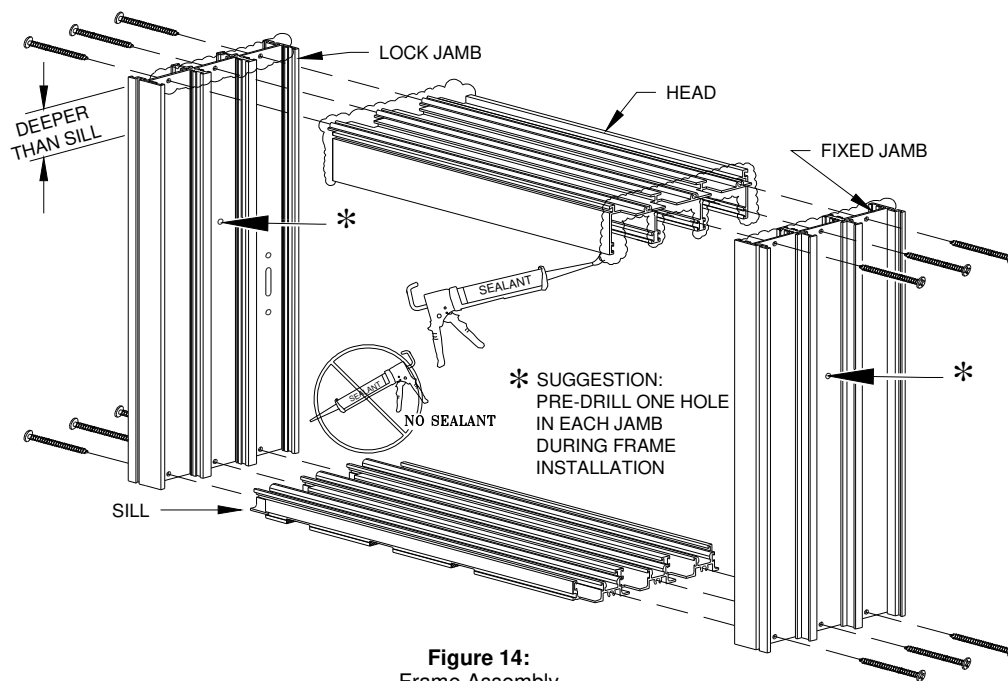


Figure 13:
O Panel Assembly

VII. Frame Assembly

Note: Due to the potential disruption during handling and installation, the installer is responsible for the integrity of all areas requiring sealant whether or not these frames were factory assembled.

1. Remove Jamb Fillers from jambs, these will be installed after frame installation.
2. Add sealant to the upper corners of the jamb(s) and to the end of the head that is compatible to the entire assembly (Figure 14).
3. Attach the jamb(s) to the head using #10 x 3/4" long pan head screws, check that the screws past through jamb(s) and into the screw raceways in the head. Add wax to the ends of all fasteners to reduce the drive torque required for installation.
4. Do not add sealant to the lower corners of the jamb(s) or ends of sill track(s).
5. On pocket installations orient sill track so that no weeps holes are located in pocket.
6. Attach the jamb(s) to the sill using #10 x 3/4" long pan head.
7. If sill riser (optional) is included, insert riser tab into sill pocket and slide together (Figure 15).
8. After frame has been assembled make sure ample sealant is forced in and around each contour at all head joints.



VIII. Sill Assembly for 90° Corner Doors

1. Remove the "L-Shaped" braces and Screw #8 FHP - A - UC, 1/2", SS, Clear from the frame pack. There should be (4) screws per brace (Figure 16).
2. Orient the sill with the bottom side up and install the "L-Shaped" braces as shown in the figure below. Make sure to protect the top side of the sill with cardboard or other materials to prevent damage to the finish while installing braces. Keep corner tight while installing braces to prevent a gap at the mitered corner.

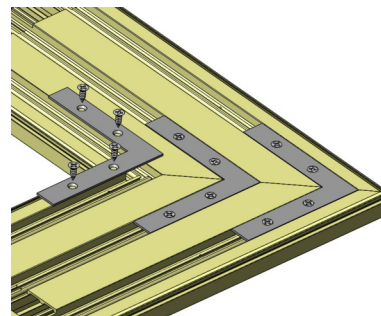


Figure 16:
90° Corner Braces

IX. Frame Installation

1. Attach sill to the sillpan with a compatible sealant (Figure 17). Do not place sealant in or next to weep slots or weep holes cut or drilled in bottom of sill (Figure 18). Sealant that blocks weep slots will prevent sill from weeping.

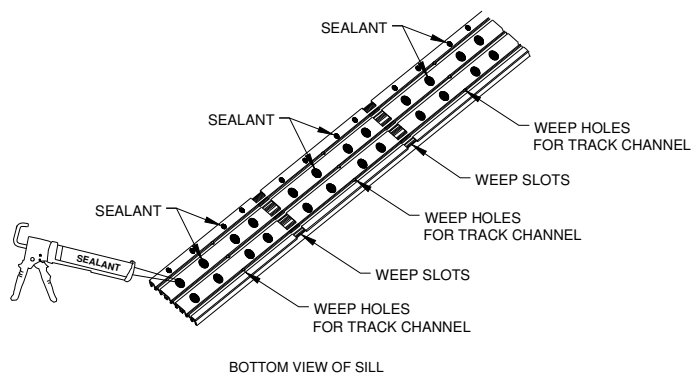


Figure 17:
Sill Sealant Locations

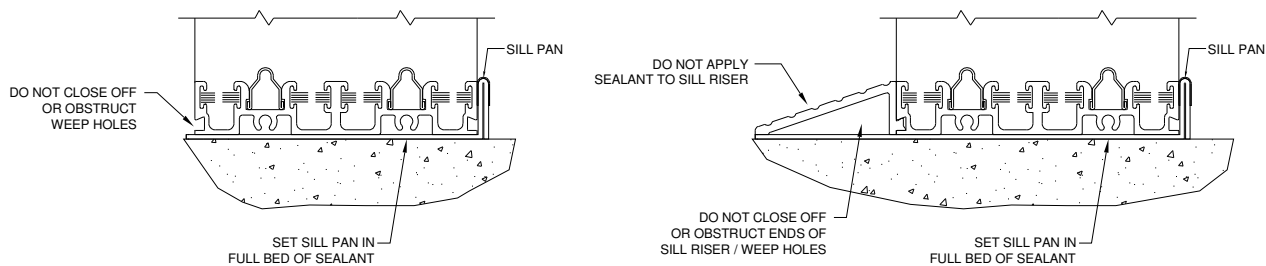


Figure 18:
Sill Sealant Locations

2. Attach frame to structure as shown below (Figure 19). On pocket doors using the 2 Piece Pocket Interlocker and L-type Pocket Interlocker it is important to locate the frame 3/8" from the inside pocket wall to allow for proper interlocking of panel with post interlocker. On installations where the J-Post Pocket interlocker clip is used, a 5/16" distance is required.

Note: Size and location of fasteners to be per local code. Frame installation anchors furnished by installer, not by Fleetwood. Stainless steel screws are recommended. Remove Head Fillers, Jamb Fillers, and Sill Fillers prior to anchoring.

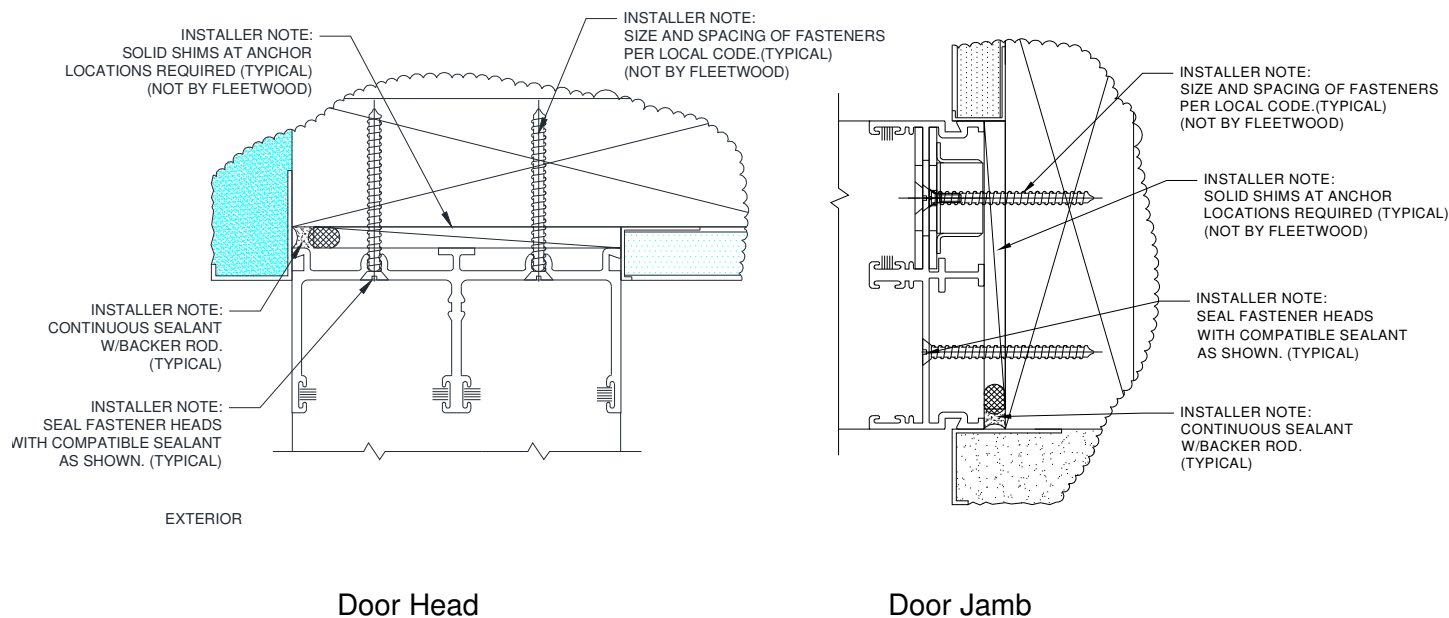


Figure 19:
Door Head and Jamb Anchor Locations

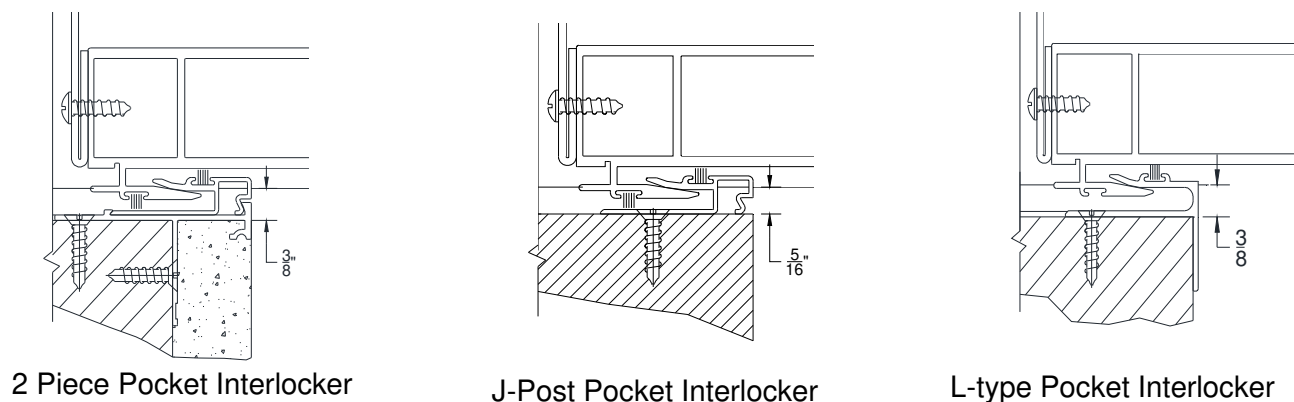


Figure 20:
Pocket Interlocker Options

X. Sill Track Installation

1. Using a pair of pliers, slightly squeeze one end of the track to create a tapered edge.
2. Push tapered edge of track into the sill (Figure 21).
3. Using a rubber mallet, tap the track into the sill.

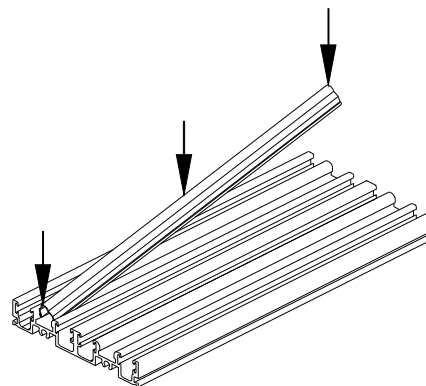
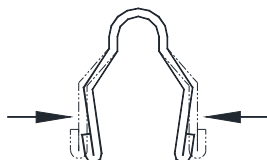


Figure 21:
Sill Track Installation

XI. Sill Track Removal

1. Using a pair of pliers, slightly squeeze the track together at one end and pull up (Figure 22).
2. Using a screwdriver, slowly pry the track out of the sill. Although you can reinsert the track, we recommend a new track be installed for optimal performance of sliding door.

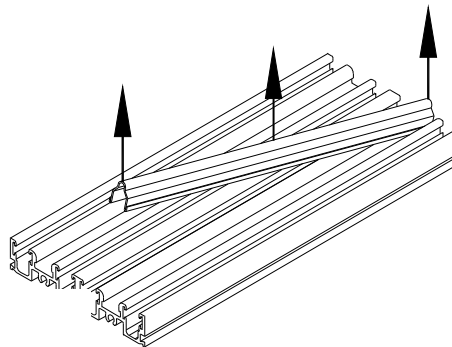
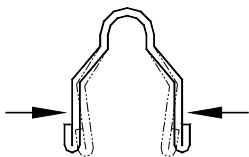


Figure 22:
Sill Track Removal

XII. Aluminum Sill Pan Hem Cover Installation

1. Push the stainless steel hem cover over the inside water leg of the aluminum sillpan (Figure 23). The hem cover is used to improve the esthetics of the aluminum sillpan.

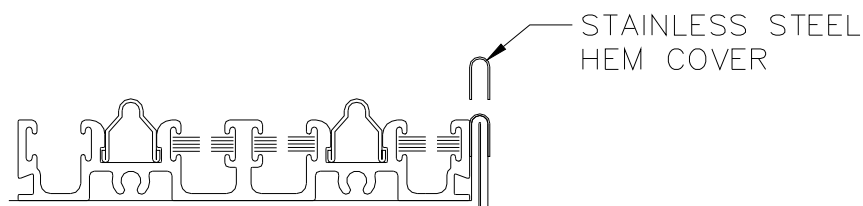


Figure 23:
Sill Pan Hem Cover

XIII. Head Bumper Installation

1. A head bumper (Figure 24) may be required in the head of each pocket sliding panel track unless the panels contain door collectors, wind load adapters or high-performance extrusions. See the Multi-slide drawing provided at the time of the order for exact length and number of door bumpers required.
2. If no drawing is available, use a 2-5/8" long head bumper for PX and XP configurations. For configurations with two or more glass panels (PXX, PXXX, etc.) use a 2" head bumper in the track of the longest panel. To determine the length of the head bumpers for the remaining tracks measure the width of each panel. Subtract the measured panel width from the longest panel width plus the head bumper length for that panel (either 2" or 2-5/8").

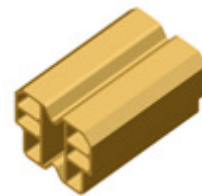


Figure 24:
Head Bumper

Example:

- Longest panel width is 47" plus the head bumper for that panel is 2", total equals 49".
- Subtract the measured panel width of other panels from the 49". (49" subtract 45-5/8" = 3-3/8")
- The 3-3/8" dimension is the required bumper length for that panel.

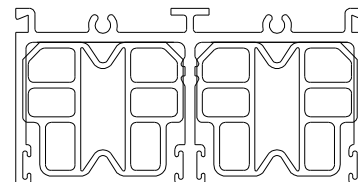


Figure 25:
Head Bumper Installation

3. Install head bumpers into head (Figure 25).

XIV. Pocket Closer Installation

1. Drill .136 diameter holes (#29 drill) thru pocket closer and one wall of interlocker. Holes to be located 6" from top and bottom of pocket closer, then evenly spaced on 12" centers.
2. Assemble pocket closer to back side of interlocker with #10 x 3/4" long pan head screws (Figure 26).

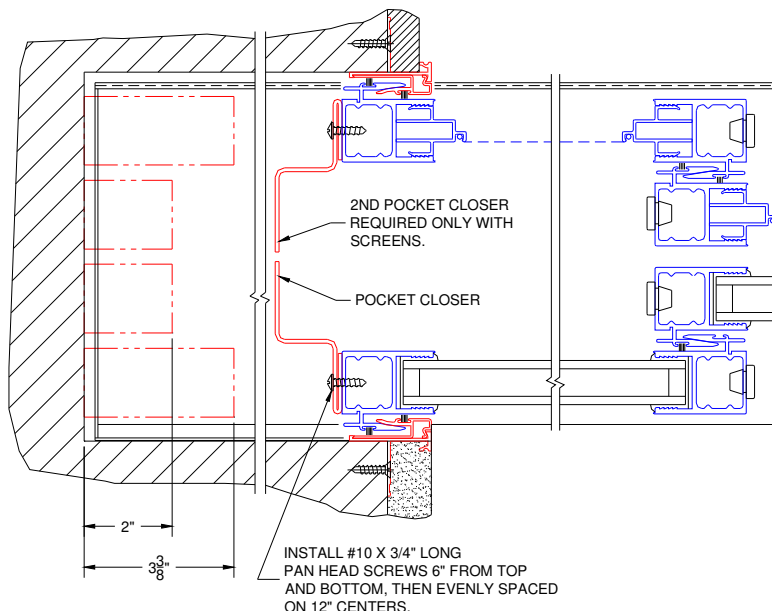


Figure 26:
Pocket Closer

XV. Pocket Interlocker Installation

1. Assuming that all door and screen panels will be installed from the exterior, the interior pocket interlocker is installed before any screen or door panels.
2. Pocket and Reverse HP L-type Pocket interlockers are furnished net frame height and must be field cut.
3. Attach pocket interlocker(s) with #8 flat head screws, not by Fleetwood. Install screws 6" from top and bottom with additional screws on 18" centers (Figure 27).

Note: PX and XP door panels can be taken out by removing the lock stile and the Pocket Interlocker clip attached to the frame. Dependent on the pocket interlocker type, removal of the wall may be necessary (Figure 20, Figure 27-29).

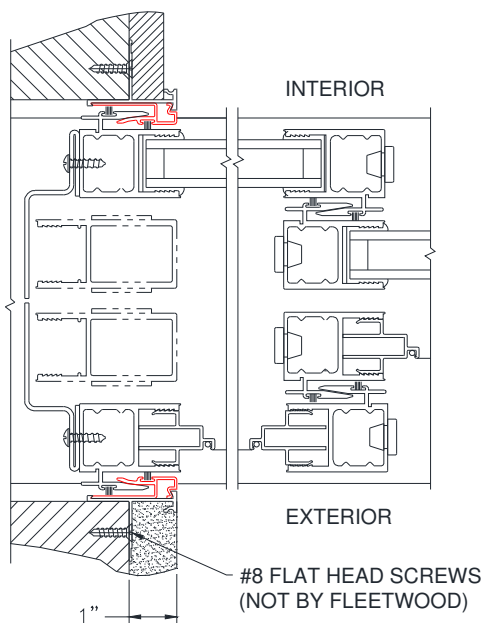


Figure 27:
Pocket Interlocker Installation

XVI. 2 Piece Pocket Interlocker Clip Installation and Removal

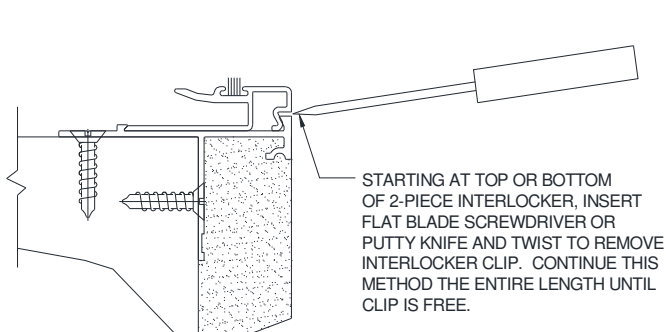


Figure 28:
Pocket Interlocker Clip Removal

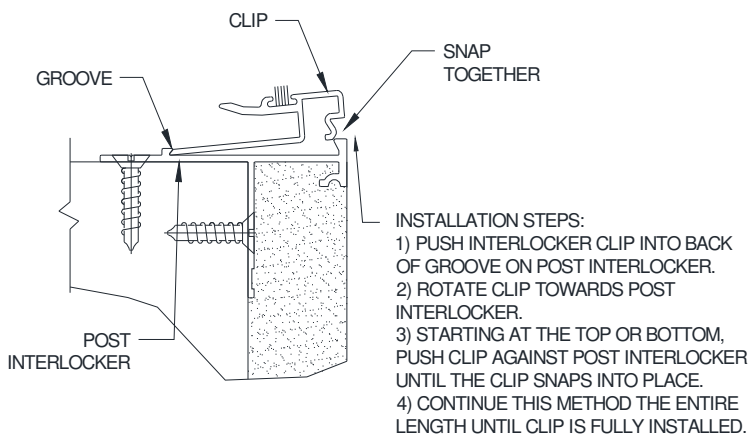


Figure 29:
Pocket Interlocker Clip Installation

XVII. Panel Installation

Note:

- Check customer order for proper panel configuration and orientation.
- Pocket walls: Installer to flash inside pocket walls to adequately protect from moisture.
- On pocket doors, installation of panels should be completed before construction of pocket is complete.

- Sequence of panel installation is from interior to exterior.
- Insert panel into the upper head channel (Figure 30). Push up and swing the bottom inward until panel is vertical, then lower panel down onto the track. On PX or XP configurations, if the pocket construction has been completed, it may be necessary to remove the lead stile from the panel before installation into the frame can be accomplished.

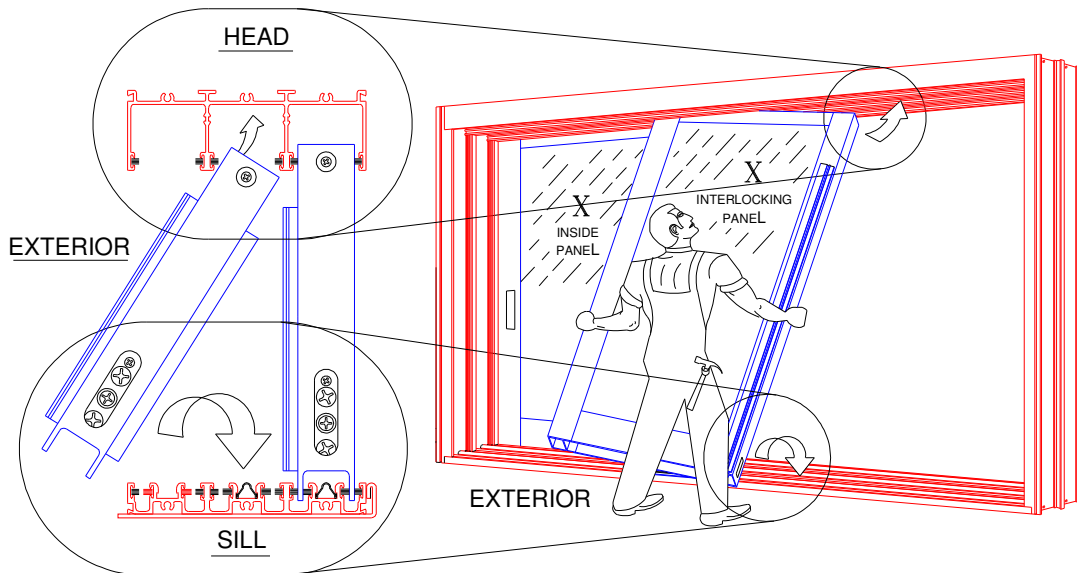


Figure 30:
Panel Installation

- **“X” Panel-** Do not attempt to slide the panel unless the rollers have been adjusted. Adjust the rollers as needed to make the panel plumb and level. Before adjusting rollers, lift panels to relieve weight. If the panel contains a lock stile, verify that the latch height is correct for proper operation with the frame. Insert vinyl plugs into the holes at top and bottom of the panel.
- **“O” Panel-** Lift and move the panel into the fixed jamb as far as possible. Verify that the weather stripping in the frame head is located so that it contacts the width of the “O” panel. Installing the fixed panel security screw: Using a 1/16” diameter bit, drill a hole into the fixed stile through the hole shown in Figure 31. Then insert a black #8 x 3/4” self-threading screw.

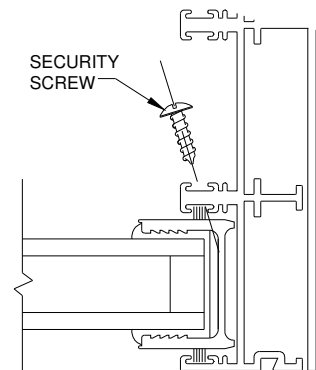


Figure 31:
“O” Panel security screw

Note: Installer to notch jamb filler to avoid damage that may occur from security screw

3. On pocket doors with an exterior pocket interlocker, move panel into the closed position; otherwise move panel into the wall pocket.
4. Repeat steps 2-3 until all panels have been installed. Panels must overlap during installation to allow proper engagement of interlockers (Figure 32).
5. Verify that all panels with interlocker hooks engage properly. If lead stile panel is not engaging properly with the jamb or meeting stiles, remove interlock spacers as necessary (Figure 32).
6. When applicable, use a soft mallet to install Head, Jamb, and Sill Fillers into all tracks where they do not interfere with the operation of the system (Figure 33).

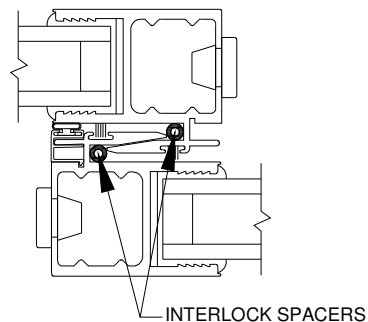


Figure 32:
Proper Engagement of Interlockers

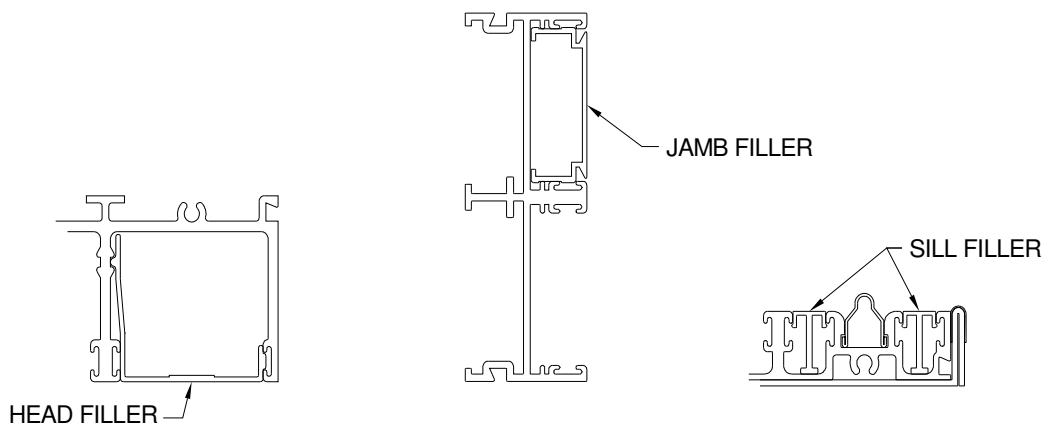


Figure 33:
Head, Jamb, and Sill Filler

XVIII. Air Barrier Installation (Optional)

After all panels have been adjusted plum and level and panels close and lock, open panels and install air barriers. Install Air Barrier (Figure 34) into the groove at the top and bottom of the exterior interlockers. Air Barriers bottom & top (Figure 34) are attached to all sliding interlockers and secured with (2) #6 x 3/8" long self-tapping screws.

Note: Optional to Improve Air and Water Performance, will increase friction when operating.

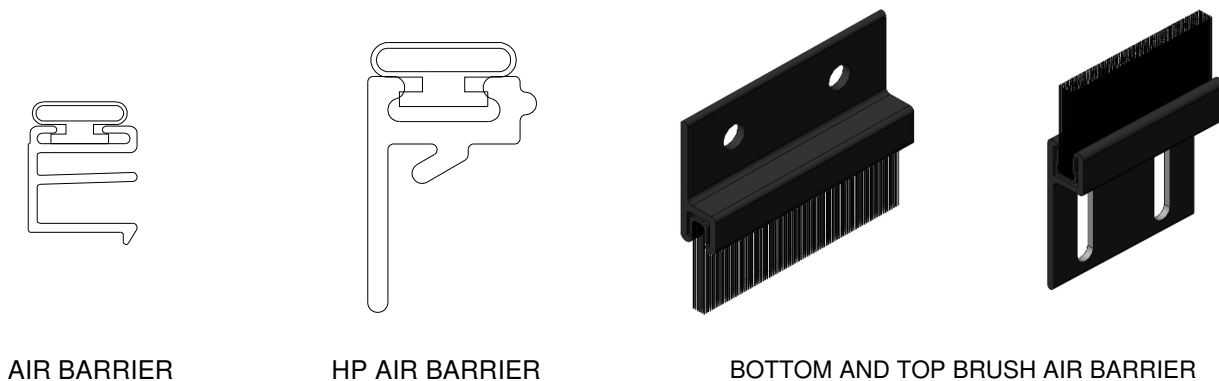


Figure 34:
Air Barrier Installation

Appendix A: 90° Lead Stile Roller Attachment (When panels are KD)

1. Remove the roller closest to the 90° lead stile from the bottom rail. Discard the attached screws.
2. Attach the roller to the 90° lead stile using the following fasteners from the red bag (see Figure A1):
 - **1/4-20 Phillips pan head (PHP) screw**, 1 in. long
 - **#10 flat head Phillips (FHP) screw**, 5 in. long
3. Guide the roller into the bottom rail and secure using a #10 FHP screw, 5" long located in the red bag.

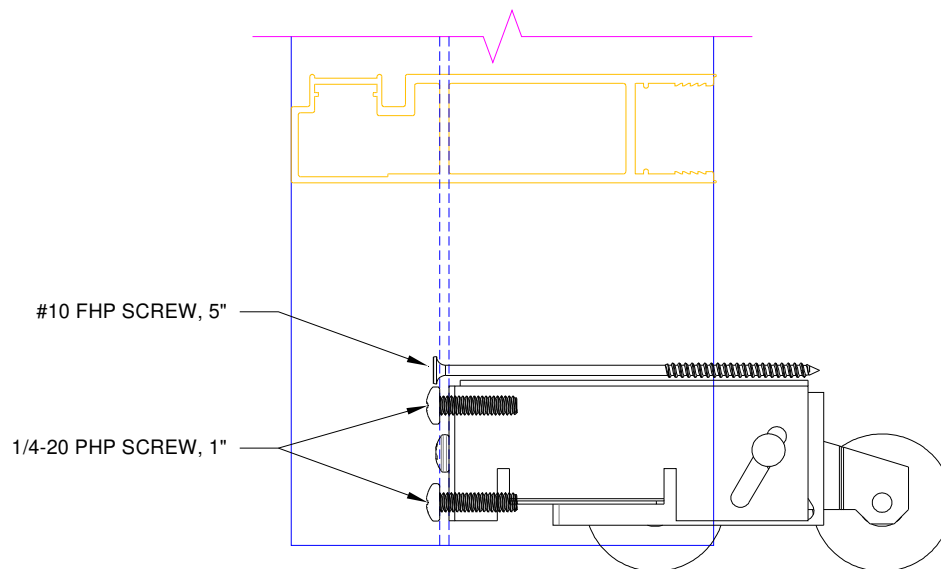
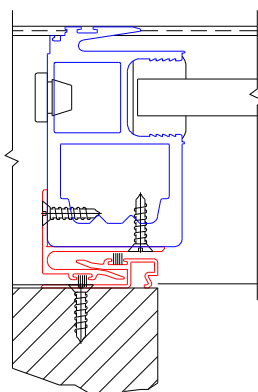


Figure A1:
90° Roller Attachment

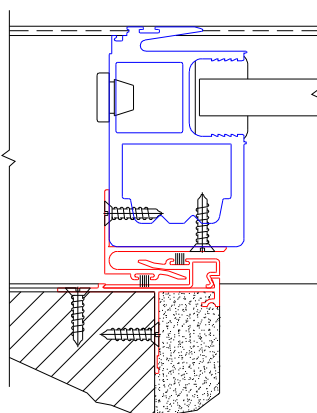
Appendix B: Reverse HP Pocket Interlocker Installation

Note: This option allows HP stiles to pocket flush to your finished wall in the open position.

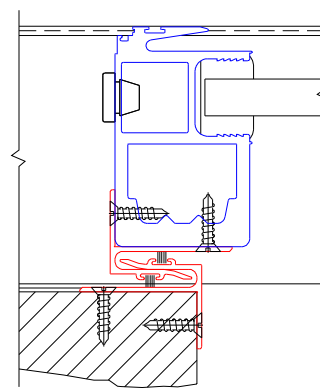
1. Panels are installed in the same manner as described in section “XI. Panel Installation”. The panel that interlocks to the pocket interlocker (Pocket Panel) will install into the 2nd track from the pocket interlock. The track closest to the pocket interlocker is a false track with sill fillers and head closers filling the entire length.
2. Adjust panel(s) prior to field cutting the L-Type interlocker that attaches to the panel.
3. The L-type interlocker is to be cut accordingly to minimize air infiltration. To fasten the L-type interlocker to the HP stile use #8 x 1/2” FHP screws 6” from the ends 18” on center through the back of the interlocker and through the side (Figure B1).
4. Install the brush air barriers to the top and bottom (optional).



J-Post shown



2-Piece shown



L-Type shown

Figure B1:
Pocket Interlocker Options with Reverse
HP Interlocker

ARCHETYPE

Appendix C: Magnetic Latch Instructions

Basic Functions & Features

- Rofu 8406M magnetic lock.
- Automated locking when the door closes
 - The magnet is activated when the power source is connected and on.
- Remote access provided by home automation or user interface (not by Fleetwood)

Provided (located)

- An electromagnetic lock that is activated by a 24VDC or 12VDC power supply
- The magnet strike is located above the Archetype Hardware
- Fleetwood provides the Frame and Panel(s) fabricated to assemble the magnet and the magnetic strike into the door
- Wiring for the magnet is accessible from the backside of the active jamb
- The Archetype Narrow hardware is required for added security (i.e. power outages)
 - The magnetic lock should only be considered as a secondary lock, not the primary lock.

Note: The magnetic lock can only be located in the Jamb. Doors that lock with meeting stiles are not offered with magnetic locks.

Not Provided

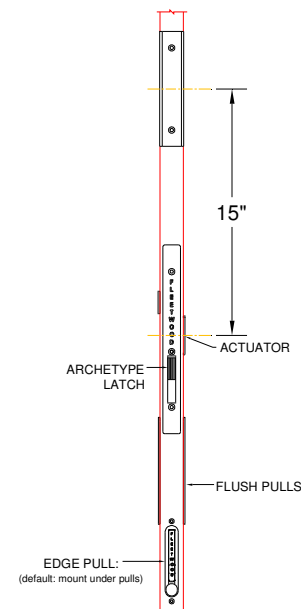
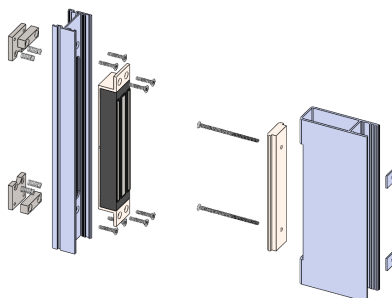
- Power Supply: 24VDC or 12VDC is required.
- User Interface: Entry access system (e.g., keypad, biometric, etc.). The lock can be integrated with home automation systems or an electronic switch interface.

Retrofitting

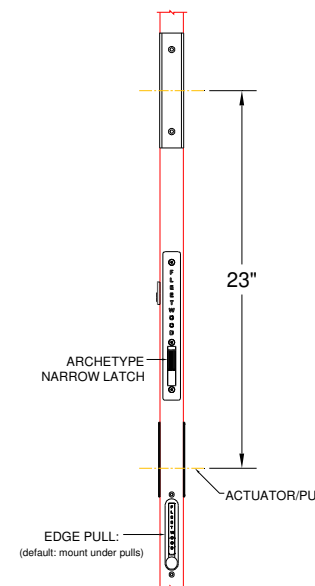
- Existing doors would require factory CNC fabrication. At a minimum, a new Locking Jamb and Lead Stile would be required.

Adjustment

- After adjusting the panels, the magnet in the jamb needs to make full contact with the strike located on the panel. Turning the screws (located on the magnet), will allow the magnet to move in and out from the jamb, adjust until the magnet forms a parallel contact with the strike on the panel.

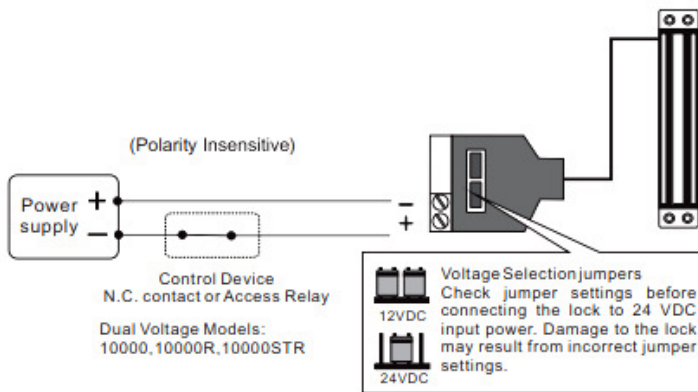


ARCHETYPE
NARROW

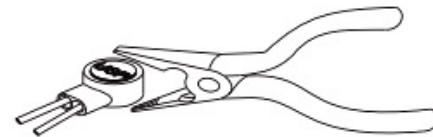


Appendix C cont: Magnetic Latch Instructions

Connecting Diagram



Butt Splice (DC) Connector



Use crimper or pliers and press the header of connector down to even position

Important Note

The 8406M requires a face-to-face alignment as shown in the far left figure. This magnet is NOT designed as a Shear Lock.

Ensure the surface area of the electromagnetic lock and the armature plate mate correctly or you will not get a good bond.

Ensure you notice the + and - although the unit is polarity insensitive.

Ensure the face of the armature plate and magnet are clean. Use a soft cloth to clean the surface. Never use anything abrasive to clean the magnet or armature plate.

Remove any diode installed across the magnetic lock for spike suppression. The magnet is built-in with a metal oxide varistor to prevent back EMF.

Wipe the surface of magnet lock with anti-rust oil regularly.

The electromagnetic locks are fail safe. Therefore it needs the power from UPS to remain locked during the power failure.

Appendix D: Narrow Air Barrier Installation

For the Narrow Interlockers option, Fleetwood has provided a specific bumper and air barrier in a RED DOCUMENTS ENCLOSED ENVELOPE. If this was not provided, please contact Fleetwood Customer Service for expedited shipping.

Air barrier to be placed after panel adjustments have been performed.

1. See Figure D1 and D2 for locations where the air barrier can be placed.
2. Position the air barrier on the sill so that it fully covers any gaps beneath the interlockers while maintaining panel operation.
3. Measure how far the barrier sticks above the top of the bumper.
4. Trim the measured amount from the bottom of the air barrier so the cut edge is concealed after installation (Figure D2).
5. Remove the protective tape over the adhesive backing and place the air barrier even with the top of the bumper at the sill.
6. The air barrier may also be cut to fit and installed at the top of the interlocker (Figure D2). Do not cut the air barrier to less than 2 inches in length, as the adhesive backing will not provide adequate adhesion if shortened beyond this length.

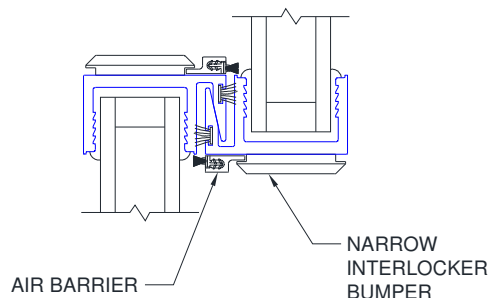


Figure D1:
Air Barrier (Top View)

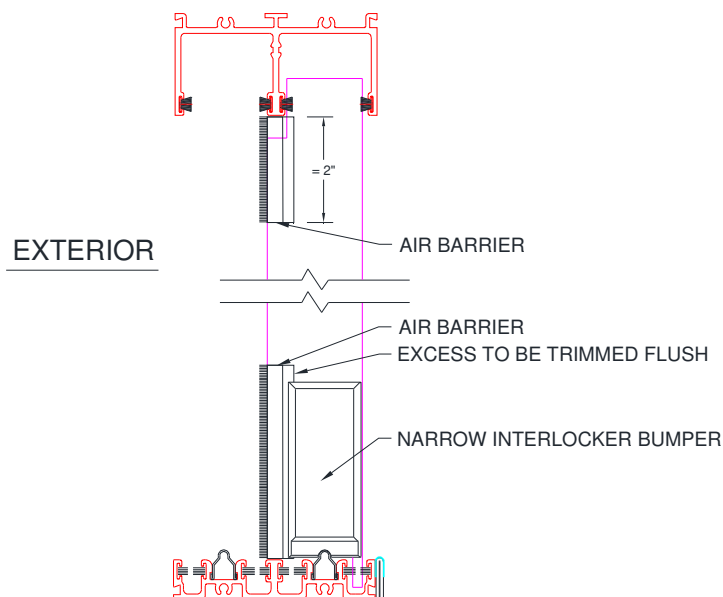


Figure D2:
Air Barrier Side View