PureView®
PureView® Plus

Installation Manual

MODERNFOLD®

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PureView® & PureView® Plus Glass Wall

INTRODUCTION

Purpose

To properly document the correct methods and processes required for the installation of PureView® & PureView® Plus Glass Wall.

Before Beginning Installation

Review drawing and field Conditions

- Make sure you have drawings for fabrication, not approval drawings.
- Verify opening dimensions against drawings.
- Examine pocket and/or stack area for proper clearance and adequate depth.
- Look for any job site conditions that could interfere with installation or operation of the partition.

- **All discrepancies must be corrected before installation can begin**
- **Read installation instructions completely**
- **Call the Modernfold Tech Line if you have problems or questions with installation at 1-866-561-8324**
- **Verify all parts against the packing list**
- **Locate and lay out all pieces**
- **Be prepared to verify track level and straightness with laser or other leveling instruments. Finished track installation must be straight and level.**

TOOLS REQUIRED

- Drill
- Hammer Drill with ¼", 8mm, ½", ¾", and 1" bits
  (Chisel points if BTS closer to be installed)
- Torque wrench
- Rubber mallet
- Plumb bob
- Tape measure
- Needle nose pliers
- Flat head screwdriver
- 3mm, 5mm, 6mm, and 8mm Allen wrenches
- 8mm, 15mm, and 17mm open end wrenches
- Spanner wrench (pivot panel hardware)
- 2" masking tape
- Chalk line
- ¼" plastic plug anchors (2 per floor strike)
- Blade knife

Step 1: Preliminary Installation

Modernfold defines the **preliminary installation** as the installation of the suspension system and its related parts. The PureView® & PureView® Plus Glass Wall is installed on our G-330 suspension system. Each piece of track is mounted to the header, secured together, leveled and plumbed.

Special Note:
To ease the installation process and reduce the number of possible errors, it may help to place the pieces of the suspension system on the floor in their proper positions, if possible, according to the layout drawings. This is especially useful if you are installing a switch & curve or programmed intersection layout.

Ceiling Substructure for Track

The track rail must be bolted over its entire length (including the stacking track area) to a correctly aligned horizontal (longitudinally and transversely) ceiling structure. The substructure should be designed to accommodate the total weight of all the panels both in the stacking area and in the partition section.

Opening Tolerances and Sight Guidelines

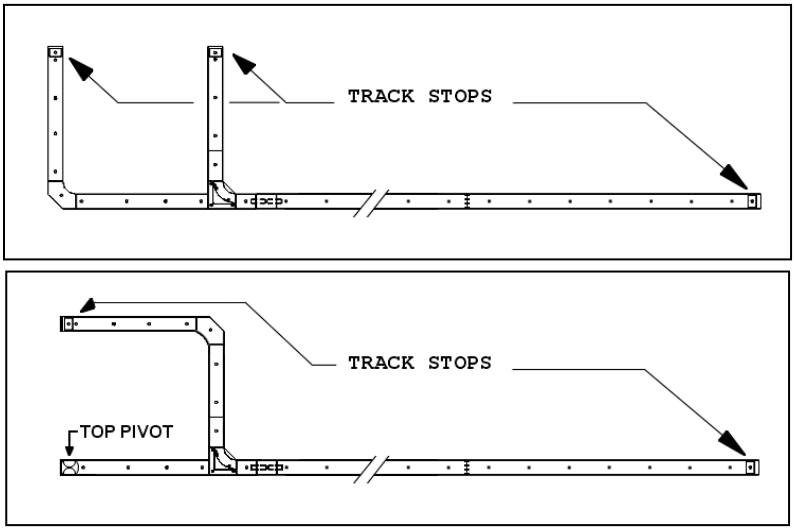
Steel - Must be level within .13" across the entire length of the track including the stack area.

Track – Must be level within .13" across the entire length of the track including the stack area. Track installation must be laser checked for an accurate straight rundown the length of the opening. NOTE: Direct mounted track must be shimmed level within .13".

Floor – Must be level within .13" across the entire length of the opening including the stack area. The maximum out of level, overall, is .25" on either side of the opening.

Track Stops

Typical Track Stop Locations: Track stops should be installed at all of the dead ends of the track. The purpose is to protect the glass edges from being damaged by inadvertent contact with the fixed walls. With that in mind each stop should be individually set to the glass edge it is going to protect. The stops can be locked down through the gap in the track, however they need to be installed in their relative position prior to installing the trolleys, or temporarily positioned while installing the track.



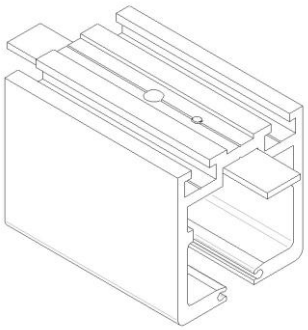
Typical Track Stop Locations

Direct Mount

Chalk a line in the center of the header where the track will hang. Mark the spacing of each thru hole in the track along this center line. The track is pre-drilled every 6" with a 5/16" clearance hole for the screws. Drill (or tap) the header for the proper type of fastener. There are no fasteners shipped with the suspension system. You will have to provide the proper anchor and fastener for your type of installation.

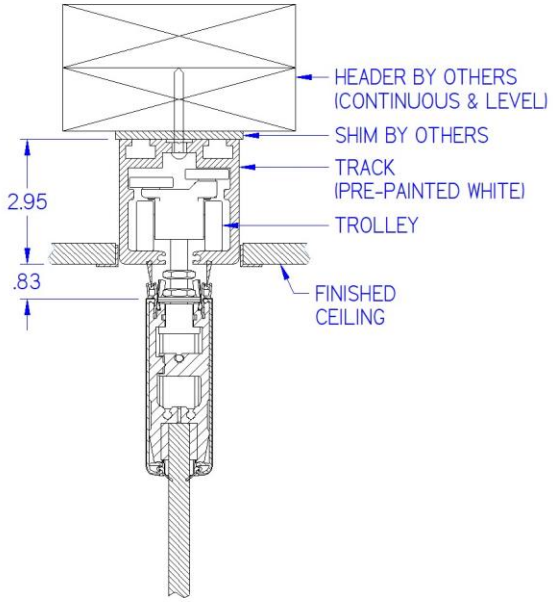
Hanging Track Sections

The first assembly to be installed will be the stack area. Lift into place and install with fasteners determined by type of header system installed. Next section (piece) to install is the 3.94" removable (maintenance) section. Splice pins will be used at the running edge joints for alignment. Drill, drill/tap header to accommodate same fastener used to attach other track sections. Screw removable section to header making sure the aligner plate fits properly then use a flat head screwdriver to reposition the pins in the joints ***after*** the panels have been installed**!**

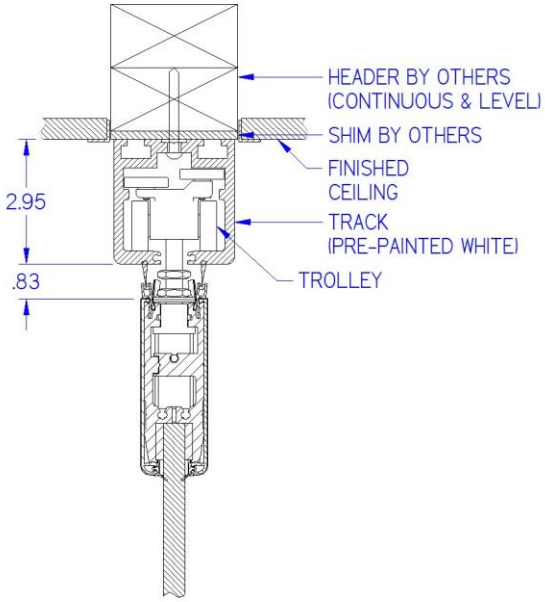


REMOVABLE SECTION

Continue installing the intermediate sections. As with the removable section, splice pins will be used at the running edge joints for alignment. Insert two splice pins on the bottom of each track section at the trail end, then fasten to the header. Continue with the remainder of sections until complete. Drill (or tap) header to accommodate the same fastener used to attach other track sections. Screw track sections to header then use a flat head screwdriver to reposition the pins in the joints.



DIRECT MOUNT
RECESSED



DIRECT MOUNT
SURFACE

Bracket Mount

For the G330 bracket mount suspension system, layout and drill or punch 7/16-inch (0.44) diameter thru holes in the structural support, refer to your job specific beam punching layout.

Special Note: Most stack configuration weldments are pre-drilled for their respective hanger brackets. Refer to the *Hanger Rod Layout* drawing for proper spacing. The track is hung from the structural support by the hanger rods with a thru hole connection at the track bracket.

Installing the Hanger Rods

Attach the first two (2) pairs of hanger rods to the structural support using a 3/8”-16 flange nut on *both* sides of the support. Then attach a pair of hanger rods at or near the *lead* end of the first section of track. This procedure will allow you to hang each end of the track section, and then install the remaining intermediate hanger rods. Alternatively, you can install all of the hanger rod pairs at the same time. All track fabrication height adjustments can be made at the track, or at the Structural support, if possible. This will allow you to attach the brackets sequentially, which may be easier for some job site conditions.

Attaching the Hanger Brackets

Starting at the stack end, attach the required number of brackets (from the *Hanger Rod Layout* drawing) onto the track using a screw and lock washer.

Hanging Track Sections

1st Section

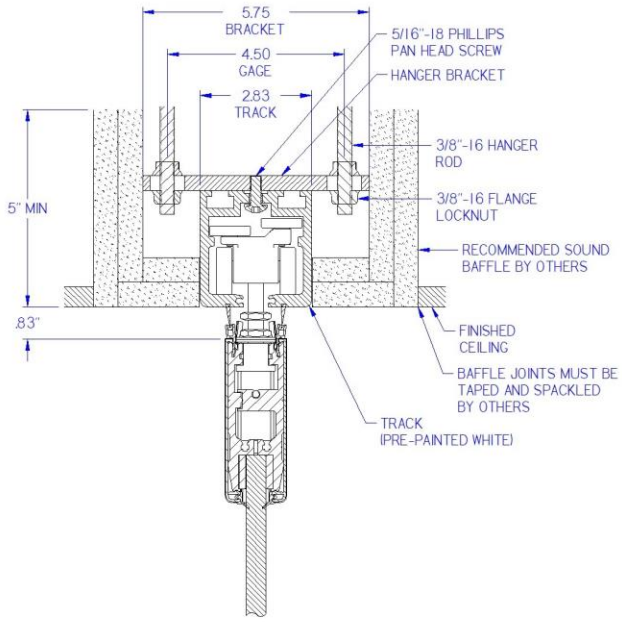
Splice pins will be used at the running edge joints for alignment. Insert two splice pins on the bottom of each track section at the trail end, then lift the track into place and fit the brackets over the hanger rods, either at each end or sequentially, depending upon which method of hanger rod installation you used. Again, be sure to use a flange nut on both sides of the hanger bracket. Do not completely tighten the flange nuts at this time. You will be adjusting them as each section is installed. Use a flat head screwdriver to reposition the splice pins in the joints.

Intermediate Sections

Each track section is hung in the same manner as the first section. Attach a pair of hanger rods near each end of the section (or for each bracket), securing to the structural support with a flange nut on both sides. If the attachment at the structure is not a thru-hole connection, only one flange nut is required.

Final Section

The final (removable) track section is also hung by attaching the hanger rods to the structural support and to the brackets on the track.



BRACKET MOUNT

Switches

Be sure to check the layout drawings for the proper position and orientation of the switch and curve intersections in your installation. It is important that each switch be installed in its proper place for the switch's programming guides to perform appropriately.

Leveling the Track

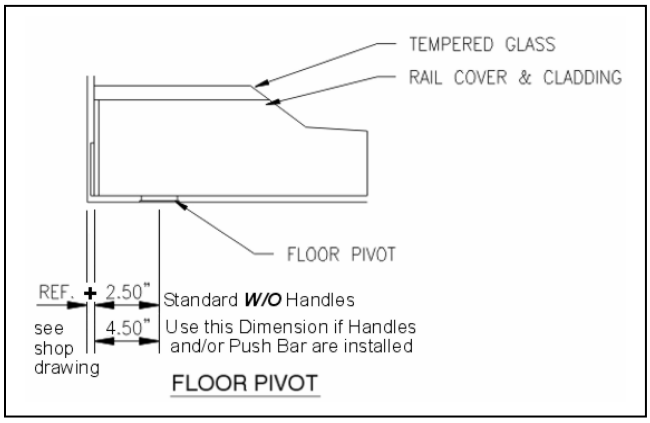
When all track sections are installed, level the entire track. Be sure fabrication height is correct, then check for any loose hanger rod flange nuts. If the track is direct mounted, shim the entire track as necessary to correct any discrepancies in the header. Finally, check the track joints to make sure the track is straight and that all track sections fit together without gaps. Also make sure that there are no burrs or offsets to interfere with trolley operation. Make sure the splice tabs or splice pins are positioned securely. Make sure all screw locations include a lock washer and tighten all screws.

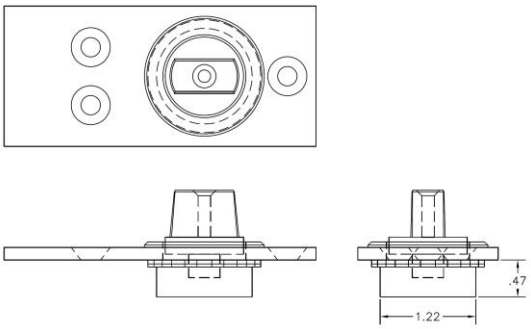
Cleaning and Lubricating the Track

Clean the inside of the track to remove dirt, shavings or other foreign matter that may interfere with the operation of the partition. (Small screws can be particularly damaging to the trolley tires.) Then coat the inside of the track with a thin covering of petroleum jelly (i.e., Vaseline).

Step 2: Bottom Pivot

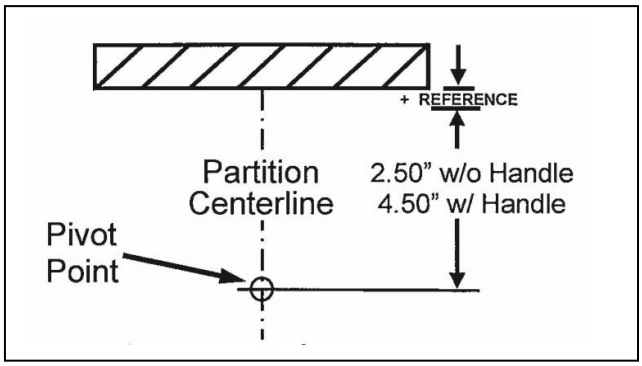
Locate your pivot point based upon panel being fitted with handles or not, add reference dimension per the layout drawing and attach to the floor. The type of flooring material will determine the proper fasteners to use. The pivot is vertically adjustable with washers. Cut/chip out concrete to the required depth and diameter. Place the pivot bearing in the hole, align, fasten and grout in place.



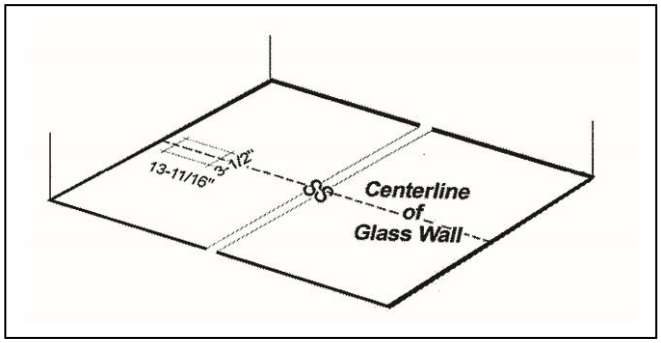


Step 3: BTS Closer Installation

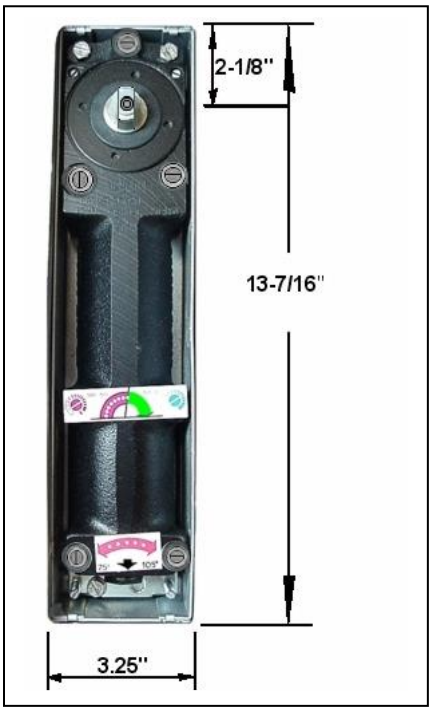
The best time to install the closer is during the track preliminary installation before the floor finishing is complete. Mark location of center pivot according to custom layout drawings.



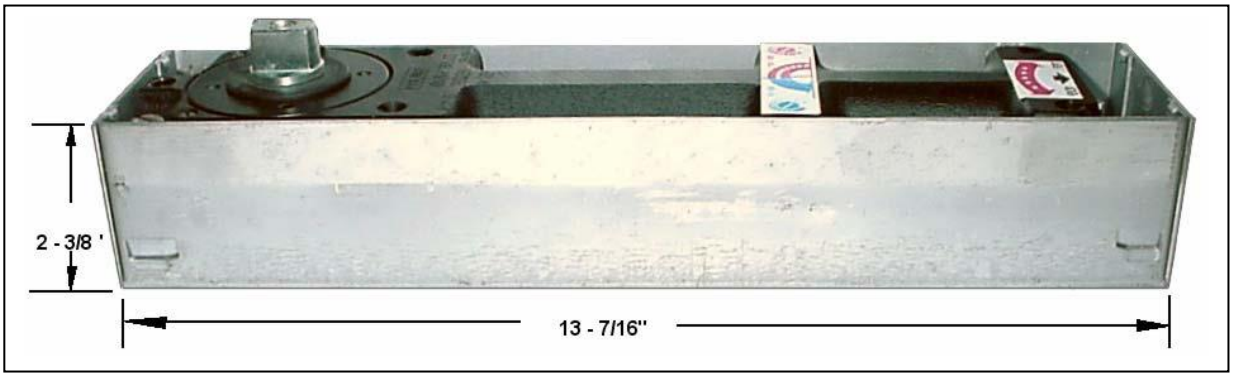
Locating pivot point.



Layout for BTS cutout



BTS 80 Door Closer

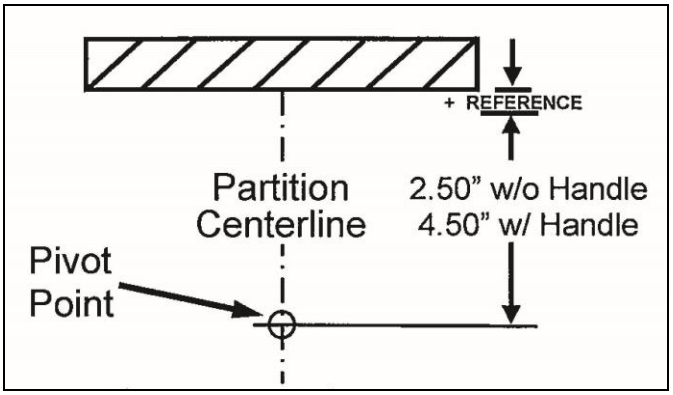


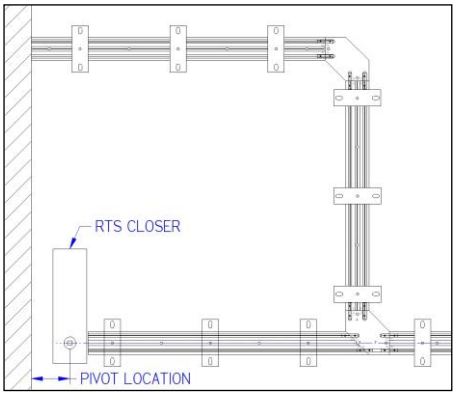
Box dimensions

Layout the dimensions of the BTS Closer on the floor. Mark dimensions of BTS closer ¼" wider than actual dimension of closer box. Cut/chip out concrete to the required depth and width. Place the BTS Closer box in the hole, align and grout in place. Set the height of box level with the concrete. The Closer sets level with carpet height. Minor height, level and side-to-side dimension can be made, if necessary, after box is grouted in. Attach cover plate and check level, adjust as necessary.

Step 4: RTS Closer Installation

Refer to the custom layout drawings within the RTS door closer packaging. Note the orientation of the RTS closer body is perpendicular to the track centerline. Fasten header and brackets to the overhead structure per the supplied instructions. Locate the center of the pivot according to custom layout drawings.





Locating pivot point

Step 5: Panel Installation

Before Beginning Installation

If the suspension system was installed at an earlier date, it should be checked for level and readjusted as necessary before panels are installed. Also confirm that all hardware has been properly tightened. Prior to hanging the panels, conduct the following inspections:

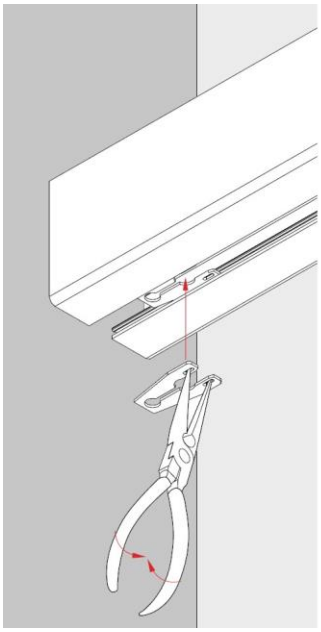
- Inspect each panel for damage; make any required repairs.
- Inspect trolley for damage.
- Identify each panel and stage in preparation for hanging. (All panels are numbered from the stack end to the lead end).

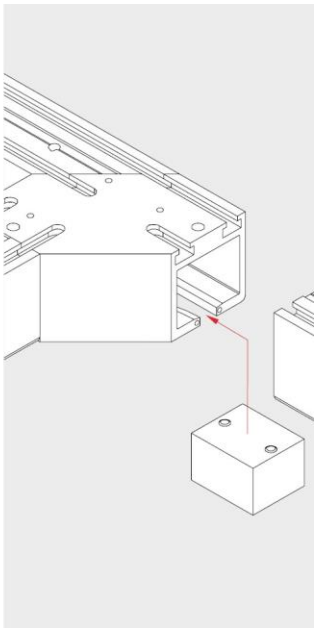
In order to insert the trolleys into the G-330 track, you must remove the 3.94" maintenance section of track.

Top Pivot Installation

To correctly locate the top and bottom pivots, it is important to obtain the "Shop Drawings" that are job specific for the particular installation that you are working on at this time. For the standard Pivot Closure panel, you will use either 2.5" (**NO** Door Pulls) or 4.5" (**W/** Door Pull or Push Bar) PLUS (+) the reference dimension that is shown on the shop drawings.

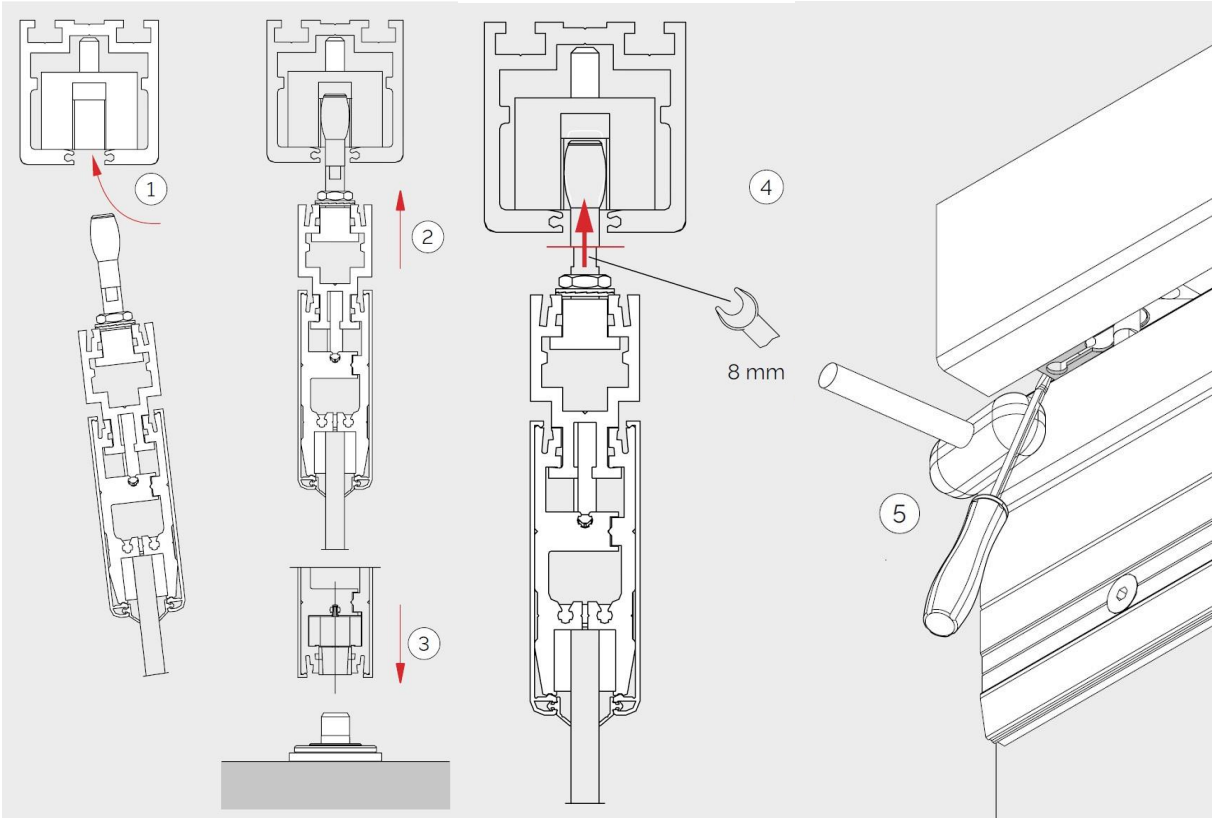
Press the pivot retainer together using needle nose pliers and insert it into the guide pin channels of the track. Insert the upper swivel into the track, position it at the proper distance and tighten the set screws with a 5 mm Allen wrench.





Installing Pivot Panel

Install the pivot panel by inserting the top pivot shaft into the top pivot block and by subsequently placing it on the floor pivot bearing. Then turn the top pivot shaft with an 8 mm open end wrench until the flat is in line with the lower edge of the track. Now slide the pivot retainer forcefully over the shaft using a flathead screwdriver.

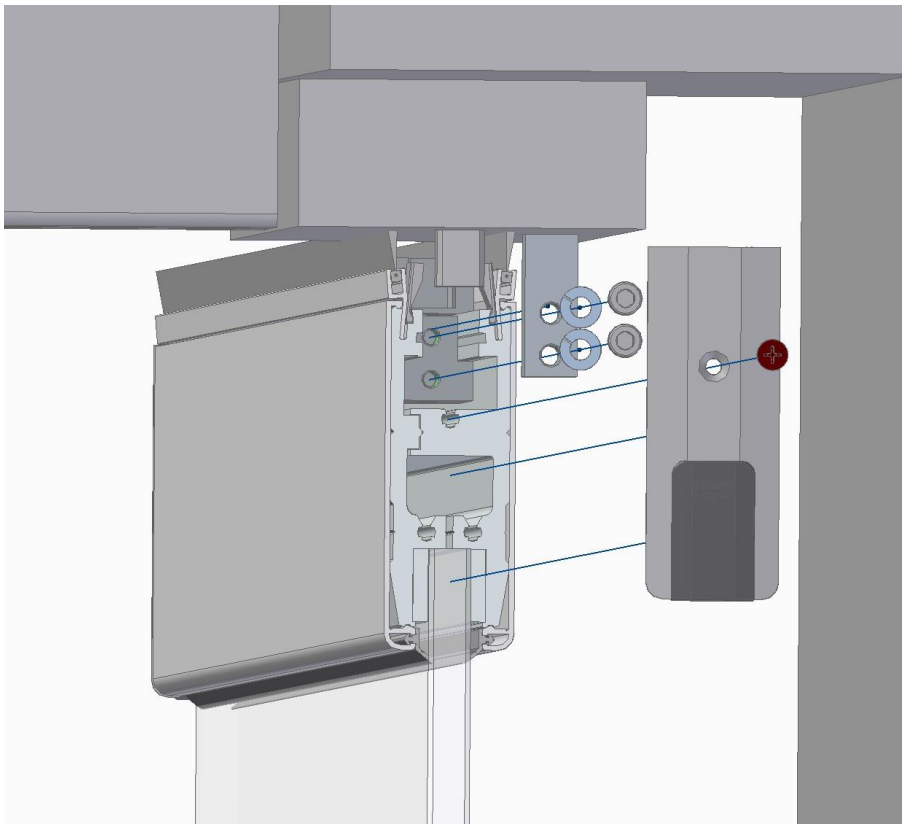


Installing Pivot Panel with RTS Closer

If the closer has a hold open feature - With a large adjustable wrench, turn closer spindle to hold open position (90° or 105°).

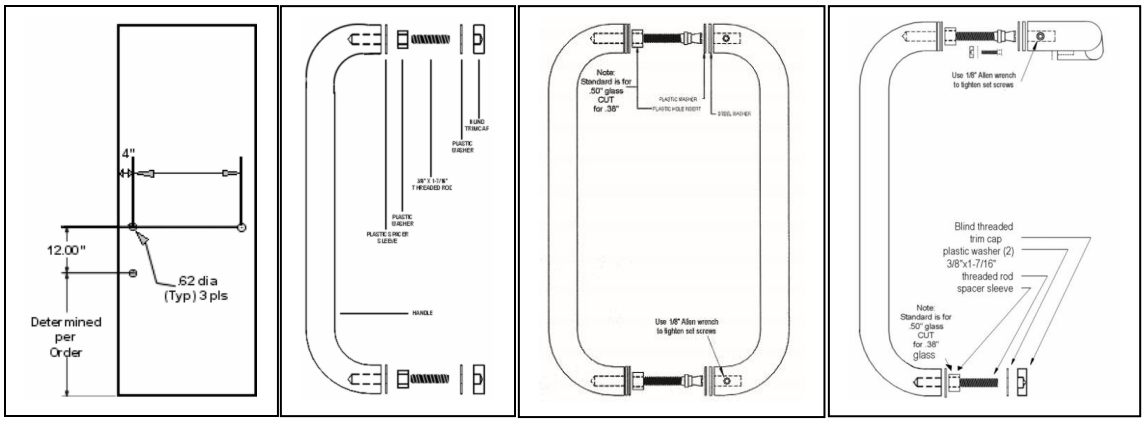
If the closer does not have a hold open feature - Completely close valves "A" and "B" by turning clockwise. With a large adjustable wrench, turn closer spindle to approximately 90°.

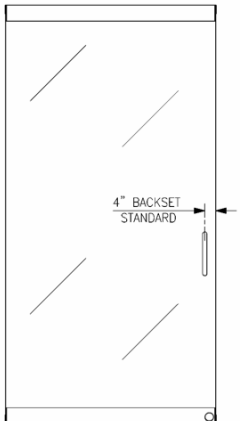
Remove the top end cap using a Phillips head screwdriver. Position the door perpendicular to the track and aligned with the closer spindle. Install the pivot panel by tilting the panel at a slight angle while placing it on the floor pivot bearing. Then straighten the panel while guiding the top pivot block to capture the closer spindle. Fasten the clamping block with the M6 screws and lock washers using a 5mm Allen wrench and tighten securely. Replace the top end cap and adjust closer as necessary.



Installing Pivot Panel Hardware

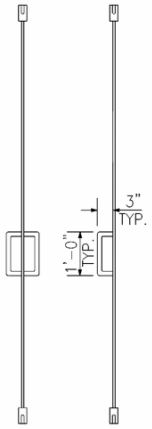
Pivot panel door pulls and push bars can be specified several different ways. Door pulls can be installed on both sides or one side only. There is also the door pull and push bar combination. Although the door pulls look similar, each specific door pull has its own type of installation hardware. Single door pull applications utilize a threaded stud that is secured to the reverse side by a finished cover/nut. Back-to-back door pulls are attached with a pin that threads into one half of the door pull the other door pull slips over the machined end of the pin and is secured to the pin by tightening a set screw in the door pull. That set screw requires a 1/8” Allen wrench. The combination door pull and push bar uses hardware from both of the previous styles. See the following figures for sketches. All of the door pulls are furnished with plastic sleeves and plastic washers. It is important to make sure these are installed to help protect the glass.





Pivot Panel with Door Pull

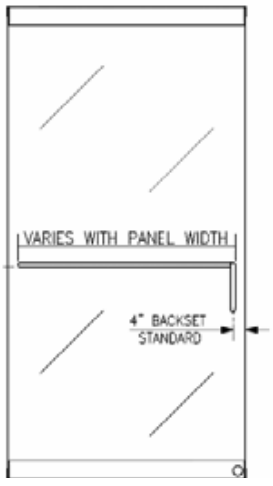
Door Pulls are 1" Diameter Tubing in Finishes to Match Top and Bottom Rails



Pivot Panel with Door Pull

Pivot Panel with Door Pull One Side

Pivot Panel with Door Pull Two Side



Pivot Panel with Push Bar and Door Pull

Pivot Panel with Push Bar and Door Pull

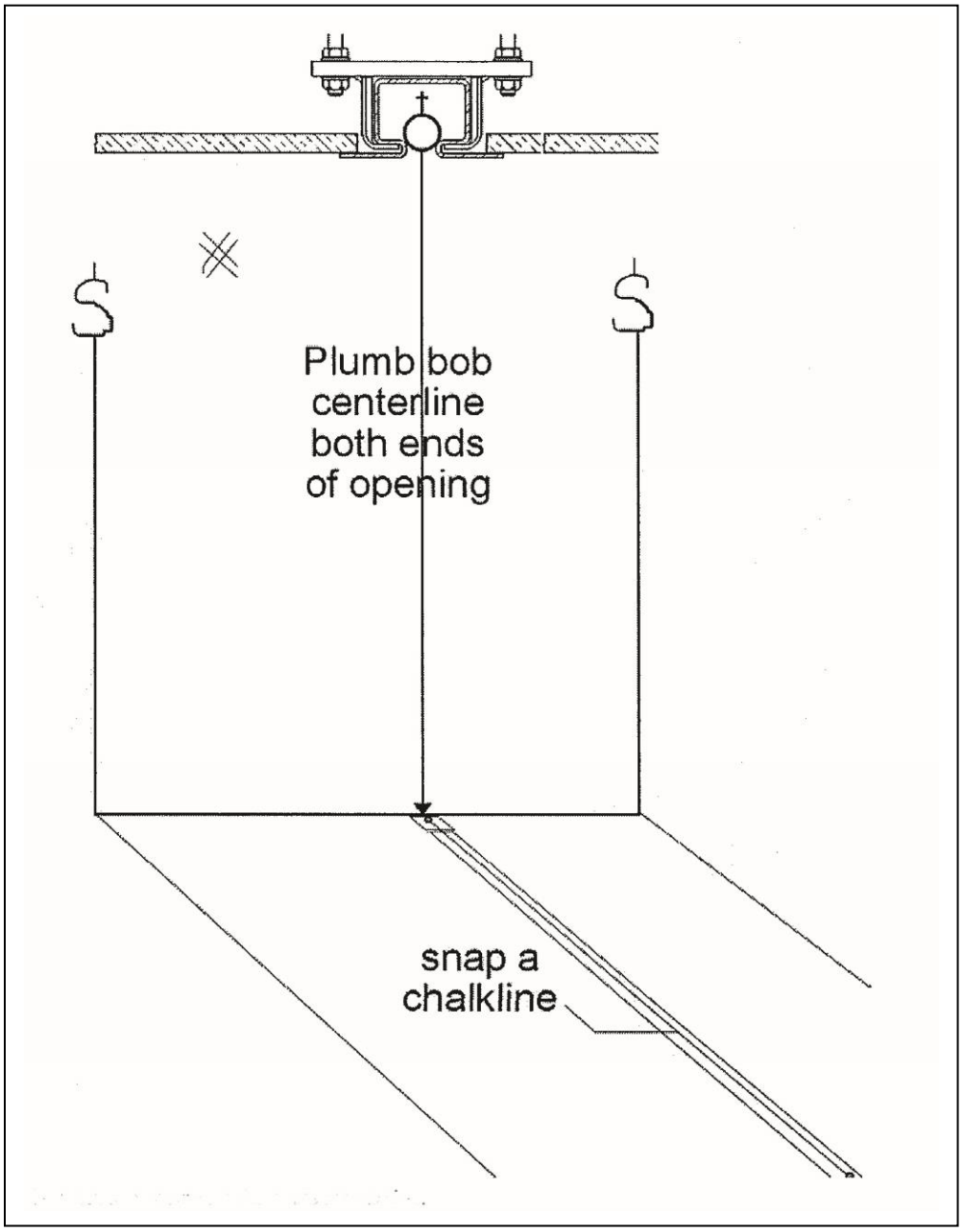
Door Pulls are 1" Diameter Tubing in Finishes to Match Top and Bottom Rails

Pivot Panel with Push Bar One Side and Door Pull One Side

Installing Intermediate Panels

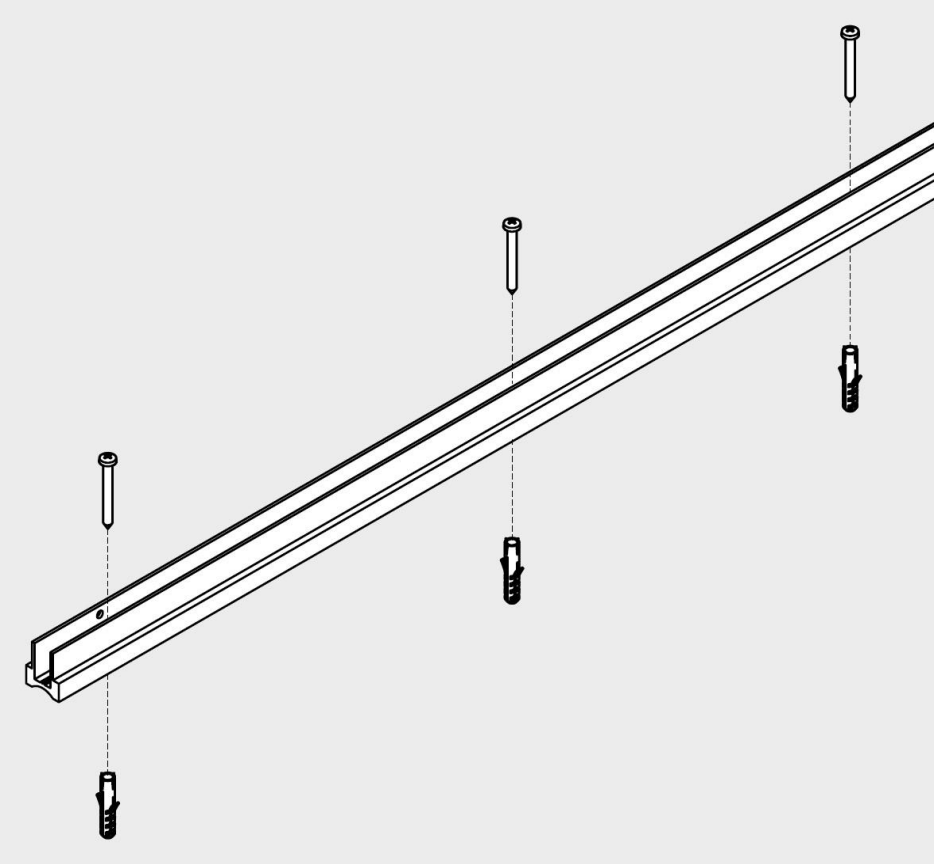
Strike Centerline

Plumb down from centerline of track at both ends and mark at floor (mark on masking tape if carpet). Run a strip of 2" wide masking tape the entire length of the opening and snap a chalk line between centerline marks. (This will keep all floor bolt receivers and strikes in a straight line when installing).

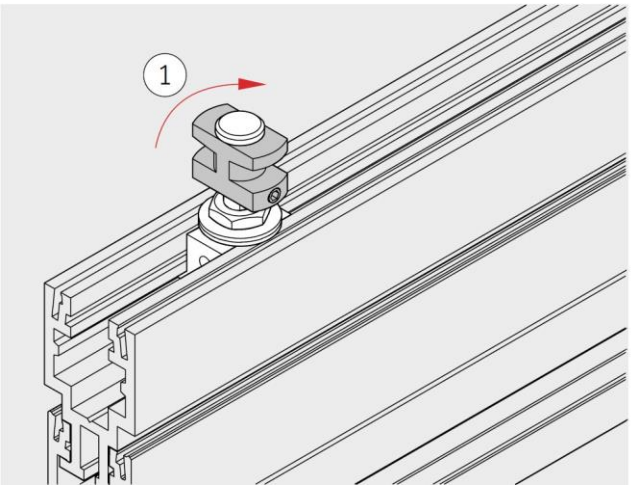


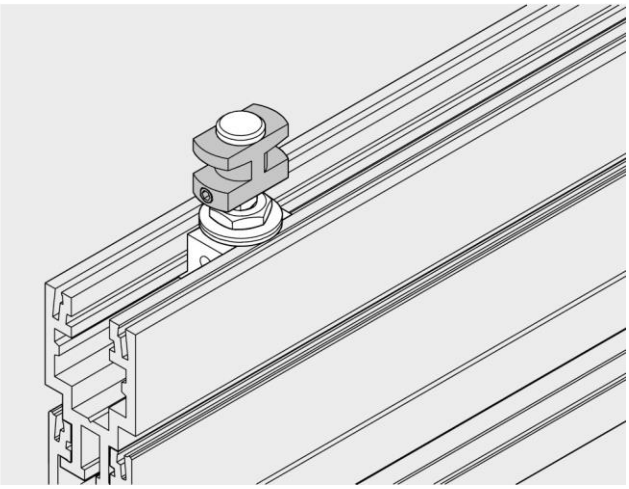
Fixed Panel

If a fixed panel is included in the layout, mount the bottom rail to the floor. Align the bottom rail according to the shop drawings and strike centerline created in the previous step. Mark and drill the holes. Fasten the bottom rail with screws and anchors to the floor.

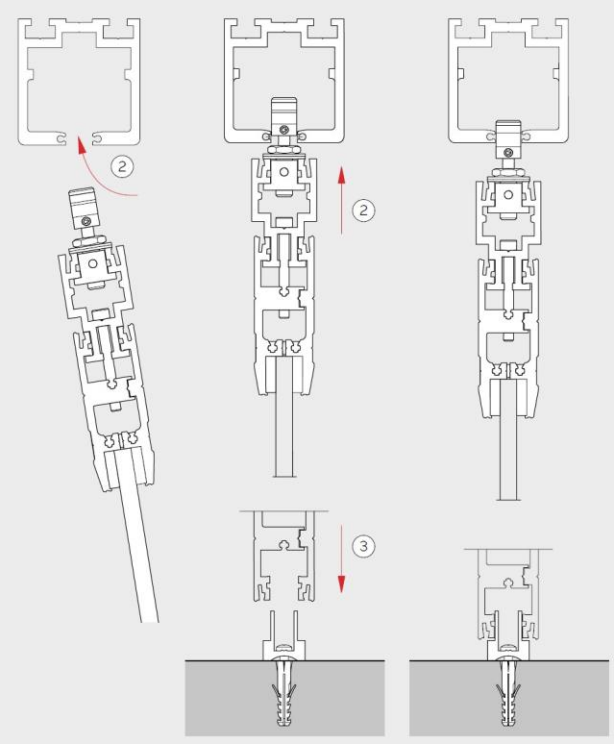


Turn the head of the fixed panel holder by 90° so that the panel with the holder can be inserted into the track.

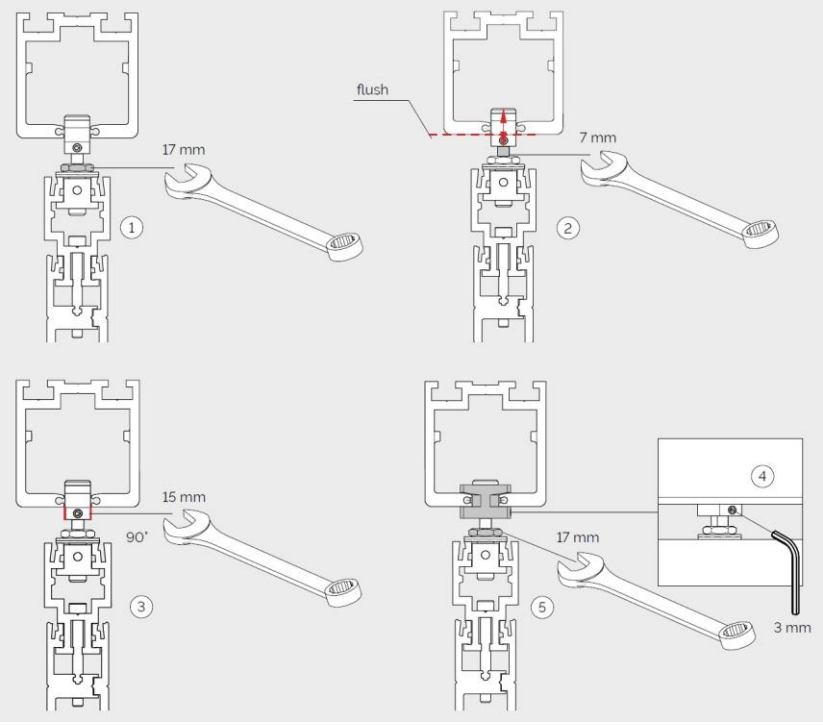




Insert the fixed panel holders at the top into the track and place the panel onto the bottom rail.

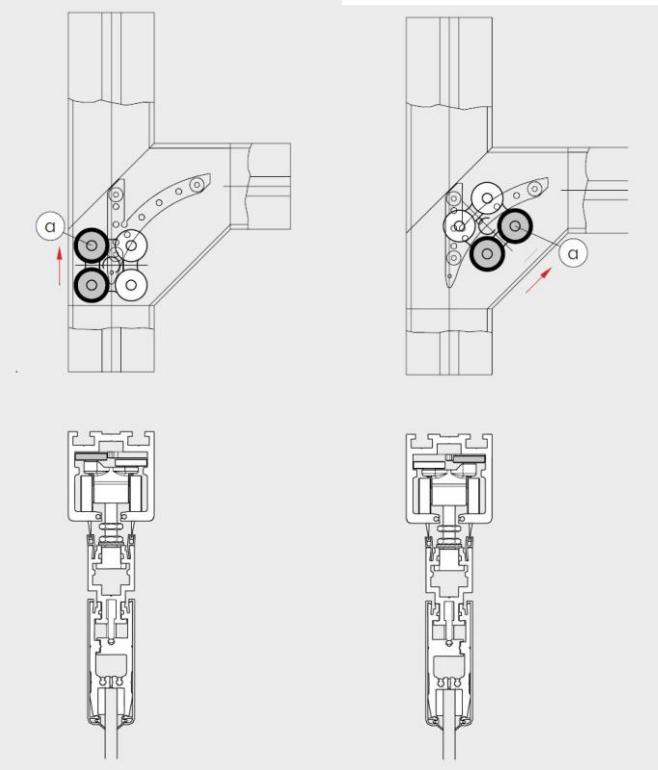


Loosen the nut of the fixed panel holder. Adjust the bolt up or down until the fixed panel holder is flush with the track. Turn the head of the fixed panel holder by 90° so that the holder can be engaged into the track. Secure the position of the fixed panel holder using the threaded pin. Secure the height of the panel with the nut.



Trolley Configuration

If you are installing a partition with a switch & curve intersection, be sure that each trolley diverter is oriented properly before installing the panels in the track. The location of the diverter is dependent upon the type of stack configuration. The formation of the trolleys has its importance in the stack entrance. For the trolley to run straight through, position the high diverting roller (a) opposite the direction of the parking unit legs. For the trolley to divert onto the offset parking leg, position the high diverting roller (a) in the track on the same side as the stacking legs.



If you have a *parallel side stack* configuration, the diverter on the *lead* Trolley of each panel will be on the *same* side as the stack. If the layout calls for a 90° *side stack*, the diverter on the *lead* trolley of each panel will be on the *opposite* side as the stack configuration.

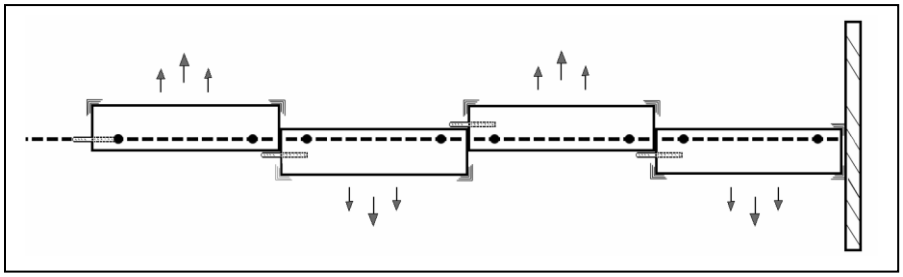
The BTS closer will hold #1 panel in closed position. Install the floor strike to hold open in stacked position or temporarily block in that position.

Sliding Panel

The sliding intermediate panels can be installed without removing trolleys from the panels. Install each intermediate panel. Work panel up slowly keeping trolleys in removable track section gap. After panel is straight up, feed trolleys into track, making sure trolley diverters are correctly aligned for proper stacking diverting. After all Intermediate panels are installed, replace the removable track section.

Panel height is critical, total clearance at top and bottom combined cannot be less than 1”.

Slide the intermediate panels out of the stack area into opening. As each panel is brought into place, offset it out to the side approximately 1" to miss the interconnecting floor bolt, but make contact with the next panel at the rails.



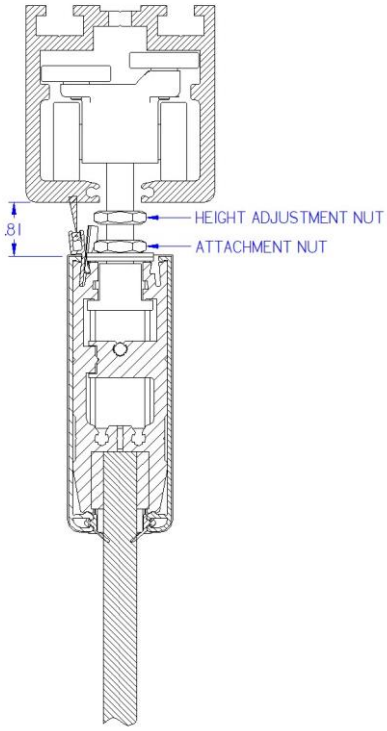
This alignment will let you check for the correct gaps between panel edges and the lead edge to the wall. This needs to be checked before any of the floor strikes are *drilled*. If all the gaps are acceptable dimensionally, proceed with leveling and floor strike installation.

Recommended Gaps

- Lead panel, edge at the wall = ref. dimension on shop drawing (3/16" typ.).
- Pivot panel, #2 and the intermediates. = 3/16"
- Trail panel (if not equipped with closer or pivot) edge at the wall = ref. dimension on shop drawing (3/16" typ.).

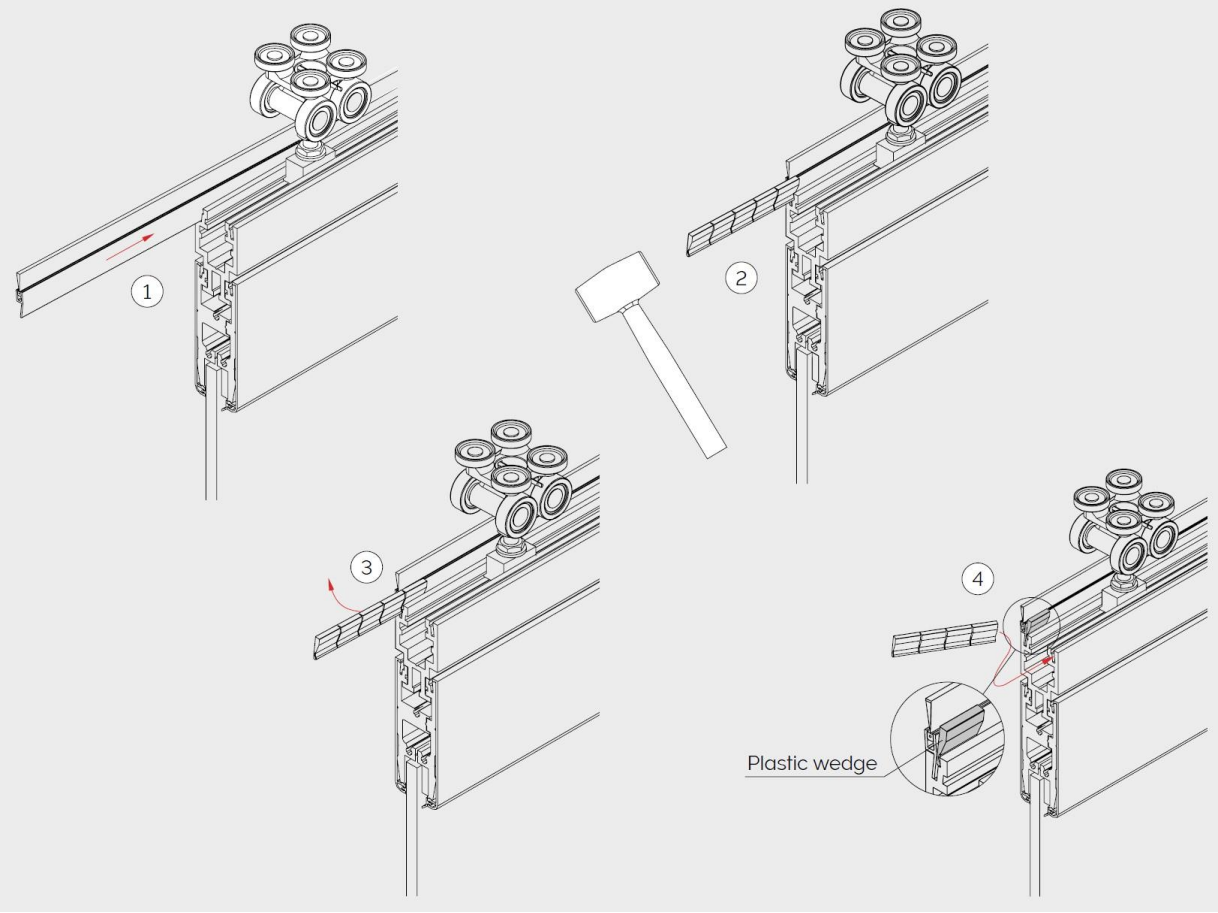
Leveling Panels

Starting with lead panel, check for vertical level. Adjust trolleys as needed by loosening attachment nut and adjusting trolley height with the height adjustment nut using a 17mm open end wrench. Ideal top spacing is 13/16" from top of rail cover to bottom of track.



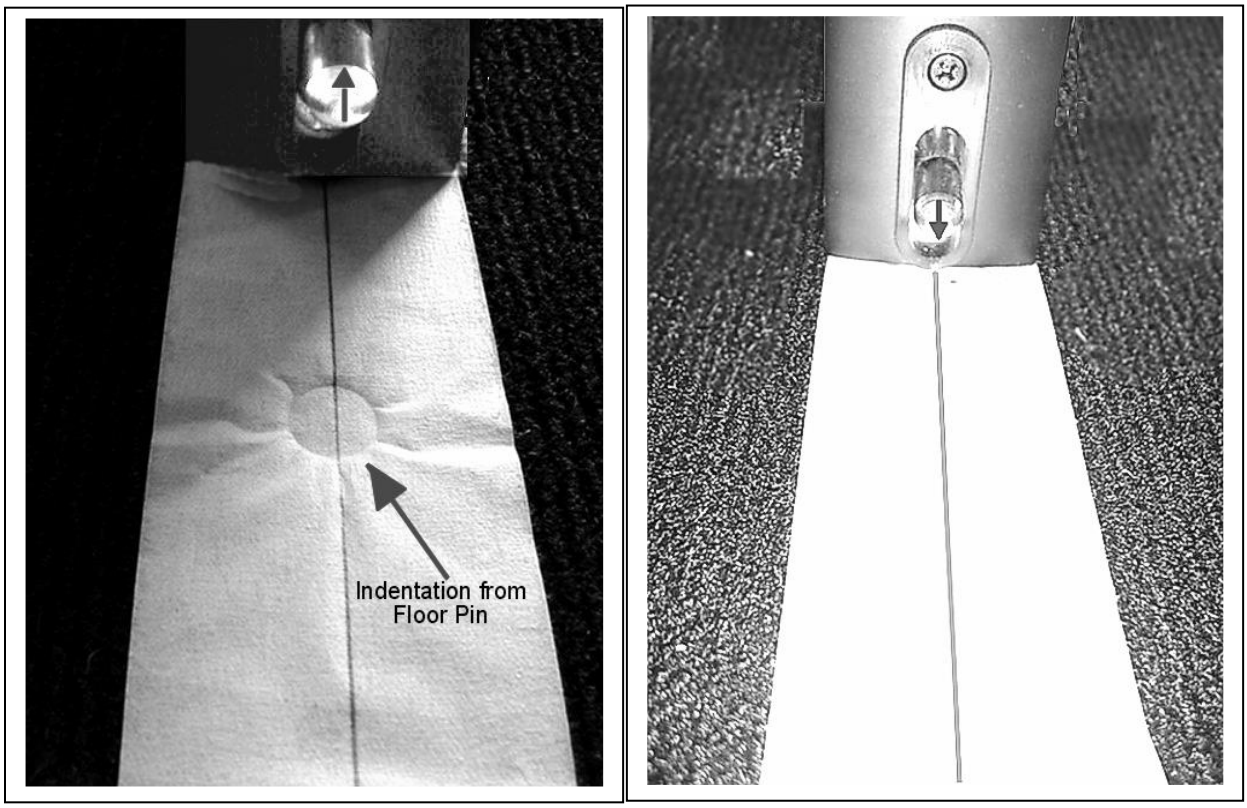
Top Seals

With trolleys now tightened at the correct position, install the remaining top brush seal. Remove the top rail end caps and slide the brush seal assembly into the top rail. Attach the top brush seal assembly by tapping a plastic wedge at each end using a rubber mallet.



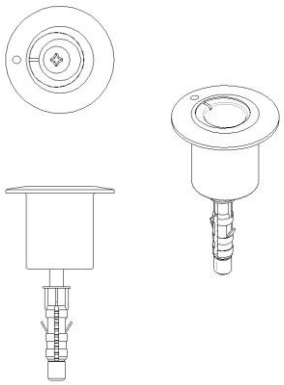
Install Floor Strike(s)

Install floor strikes as each panel is leveled. To help mark an accurate location, actuate the floor strike to the floor level. It will make an indention in the masking tape on the floor.



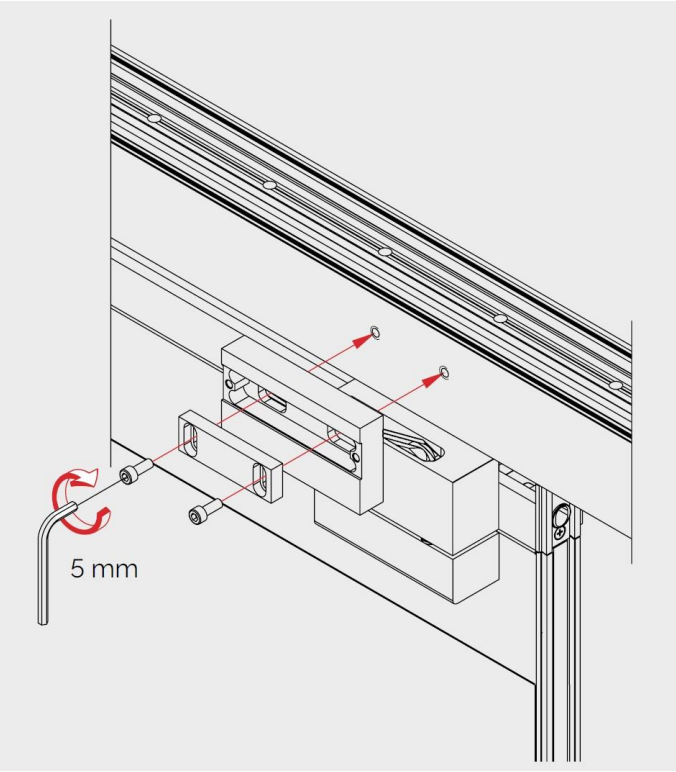
On carpet, cut the carpet out 1/8” inside of the template lines. This will allow the floor strike to recess flush with the carpet.

Drill a 1” hole 1-3/16” deep for each adjustable eccentric bushing floor strike socket (start with 1/4” pilot hole and increase in 1/4” increments to 1”). Place and align the eccentric bushings and install the mounting screw in the centers. Generally speaking, there is some play in the floor strike. The panel may drift away from the centerline slightly. Use the next successive panel strike to position correctly.

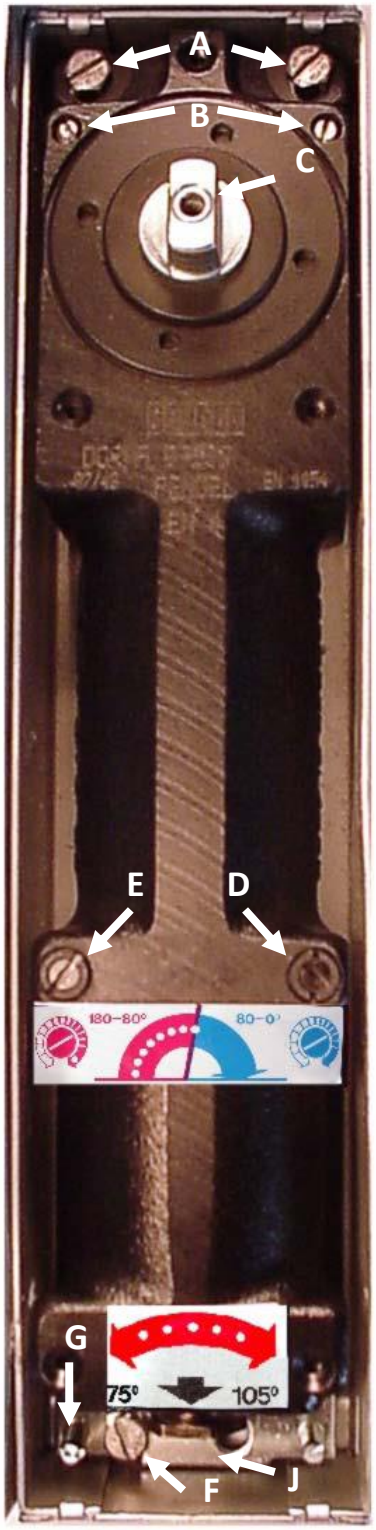


Upper Locks

Some panels such as convertible and pivot panels may require a locking device attached to the track. These will be identified on the shop drawings. To install the track mounted panel locking devices, first set the wall up with floor strikes engaged. Then stabilize the panels that require track mounted locking devices. Locate locks by engaging the locking features and manually aligning. Mark the mounting holes on the side of the track for the locks. Relocate the panels to the stacking area. Drill and tap mounting holes for M6 threaded screws. Thoroughly clean all debris from the inside of the track. Mount the top locking devices with a 5mm Allen wrench.



BTS 80 Closer User Adjustments

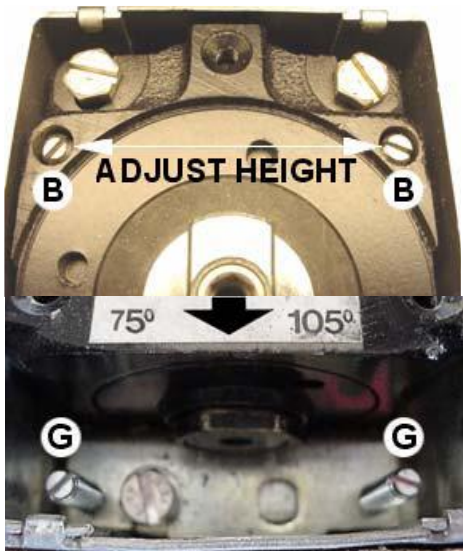


Closer Adjustment Points

Legend for BTS 80 Closer

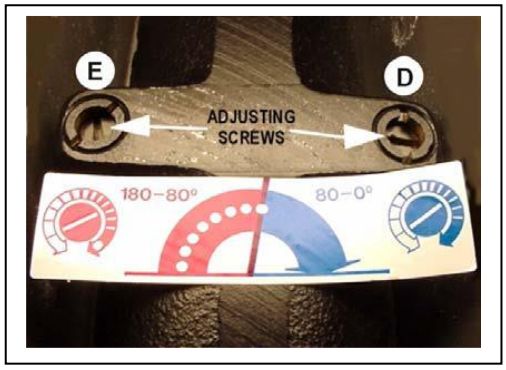
A = Screws that attach closer to box
B = Height adjustment screws
C = Fixing screw for spindle insert
D = Regulating valve for closing speed from approx. 80° to 0°
E = Regulating valve for closing speed from 180° to approx. 80°
F = Screws that attach closer to box
G = Height adjustment screws
J = Regulating screw for adjustment of hold-open start.

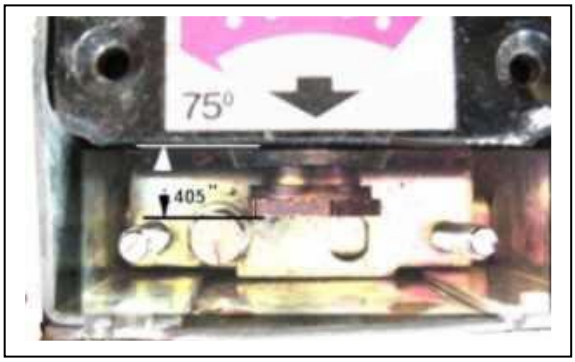
To adjust the height and level of the closer loosen screws A & F (3). Then adjust screws B & G (4) until desired results are achieved. Clockwise rotation will raise, counterclockwise will lower closer. Retighten A & F screws.

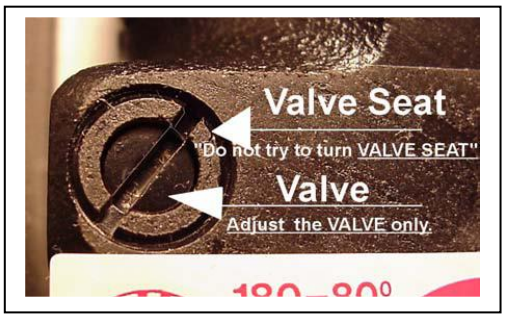


Cutaway View of Height and Level Adjustments at the Top and Bottom of the Closer

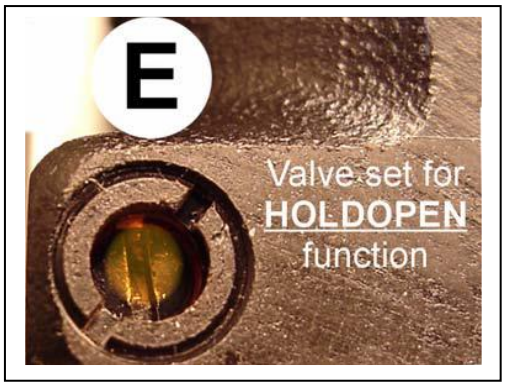
BTS 80 Adjusting the Hold Open

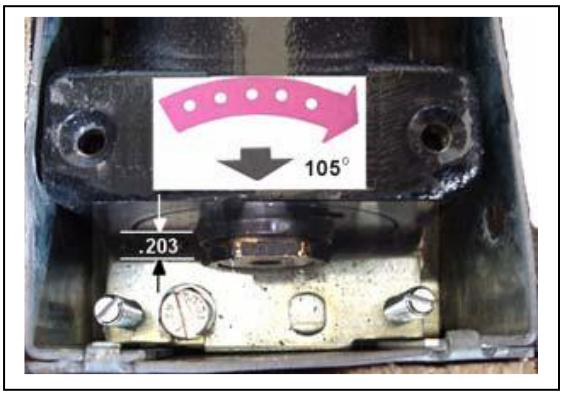




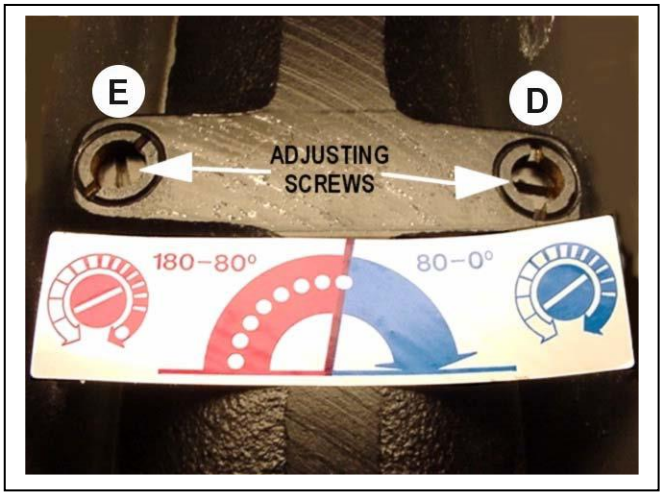


To engage the hold open function of the closer, turn valve “E” clockwise approximately 5 or 6 full turns until the valve screw stops at the bottom then adjust valve “J”. This valve will allow you to adjust the angle that the hold open engages. Turn valve “J” counterclockwise with a 22mm wrench approximately 6 full turns. The closer is now set for a 75 degree hold open function. Turning the valve clockwise from the 75-degree setting will change the degree of opening by 5 degrees for each full turn of valve “J”.

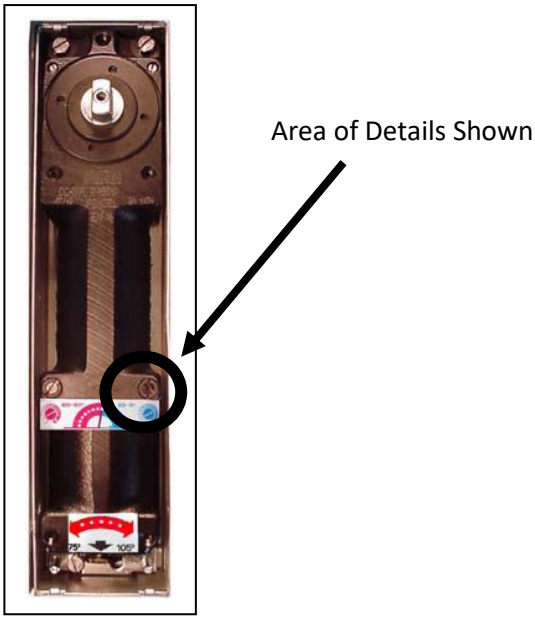




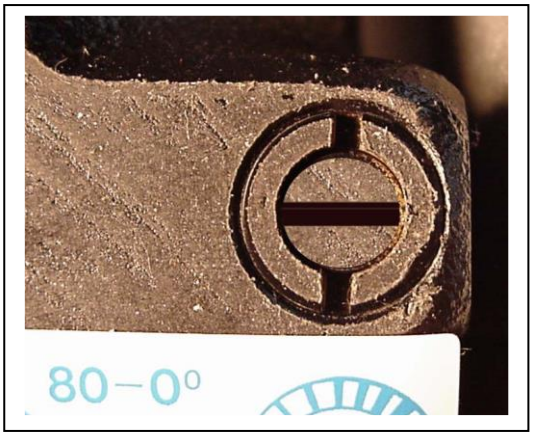
BTS 80 Adjusting the Speed



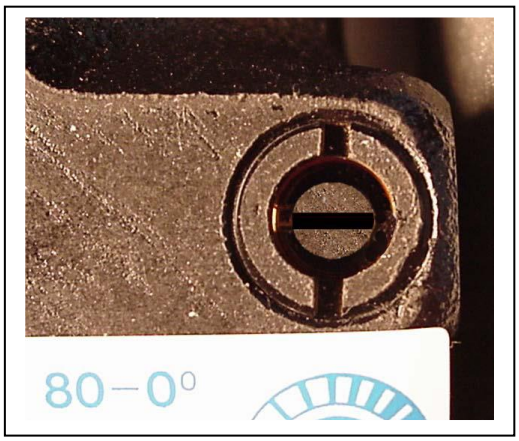
Adjusting the Speed of the Door Swing uses Valve “D”



Location of Valve on Closer



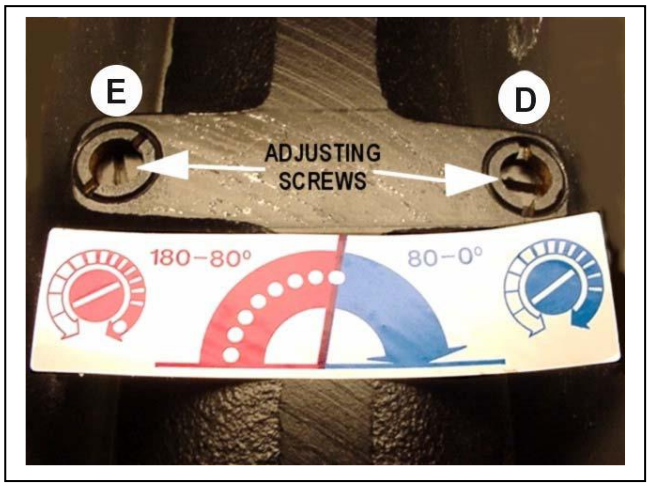
Valve D in Neutral or “OUT” Position



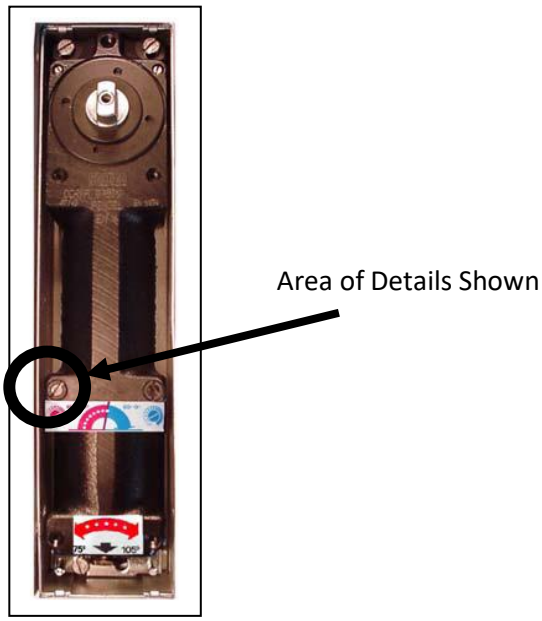
Valve D in Engaged or “IN” Position

Valve “D” controls the speed that the door swings through its arc to the neutral position. When Valve “D” is screwed into the position 1 full turn counterclockwise from the “in” position”, it will require approximately 25 seconds for the door to return to neutral position from the 90 degree open position. With valve “D” in the “out” position, it requires approximately 5 seconds for the door to return to the neutral position. IN GENERAL, to increase speed door returns to neutral adjust valve “D” counterclockwise. To decrease speed door returns to neutral adjust valve “D” clockwise.

BTS 80 Delayed Closing



Adjusting the Delayed Closing feature uses Valve “E”



Valve “E” also controls the delayed action movements. When Valve “E” is screwed into the position 1 full turn counterclockwise from “in” position closer will be in delayed action mode. The door will no longer stay in the open position until manually released but will be moving very slowly until the 70-degree range then it will release and close per settings on the “D” valve. Additional counterclockwise turns on Valve “E” will shorten the delay time.

BTS 80 Last Minute Notes

1. The BTS 80 Closer cannot have both the Hold Open and the Delayed Action Closing engaged at the same time.

2. If valve “D” (speed adjustment) is turned completely to the bottom it will act as a “lock” and the door will not release from the opened position until the valve is manually backed off.

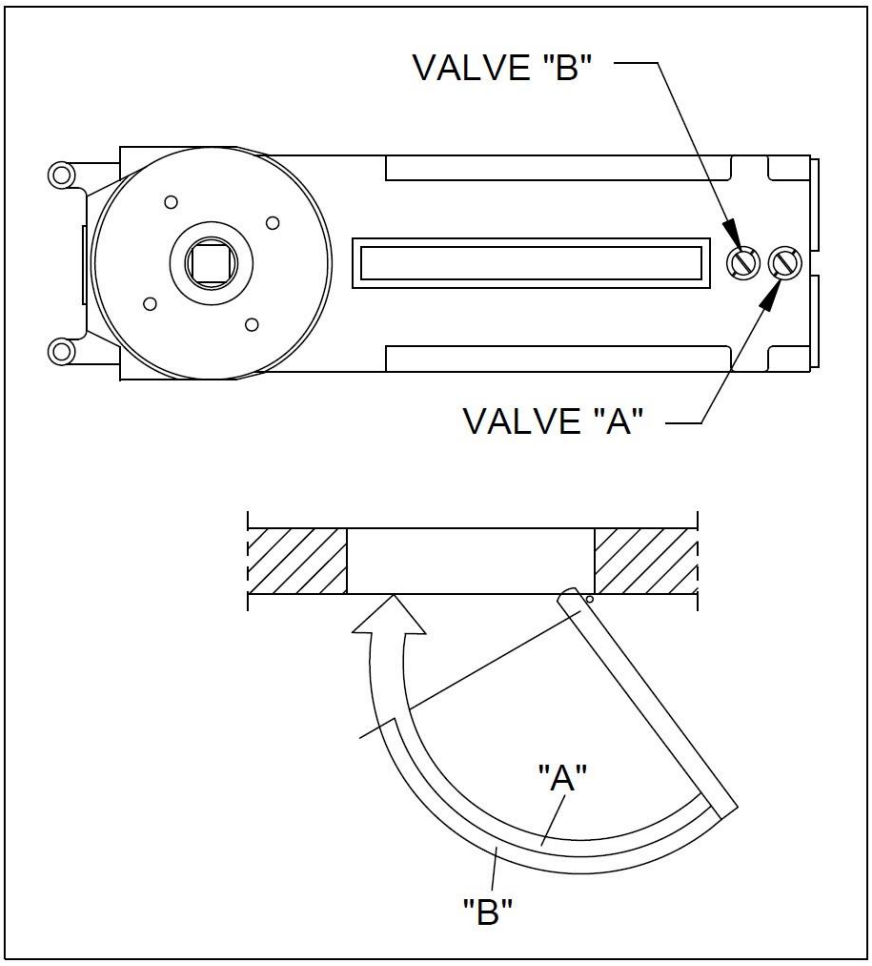
3. If a valve screw has been unscrewed to far it will release from the starting threads on the valve seat. Slight downward pressure with the blade screwdriver is required when restarting the threads.

4. All valve screws have approximately six full turns from the top to the bottom of the valve seats.

Step 6: Operation

Valve "A" - Controls closing speed from maximum opening angle to 0°. Clockwise turns decrease closing speed, counterclockwise turns increase closing speed.

Valve "B" - Increases closing speed from maximum opening angle to 20°, turn valve counterclockwise.



Step 6: Operation

General Operation

Once the installation is complete, the partition needs to be checked for proper operation. Following the procedures outlined here will help to ensure that the Modernfold PureView® partition operates as specified.

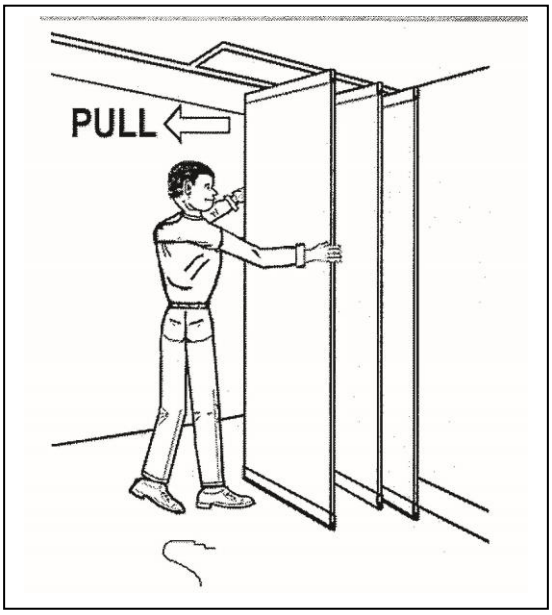
Safety Precautions

To ensure proper and safe operation of Modernfold PureView® & PureView® Plus partitions and to prevent damage to them, please use the following guidelines:

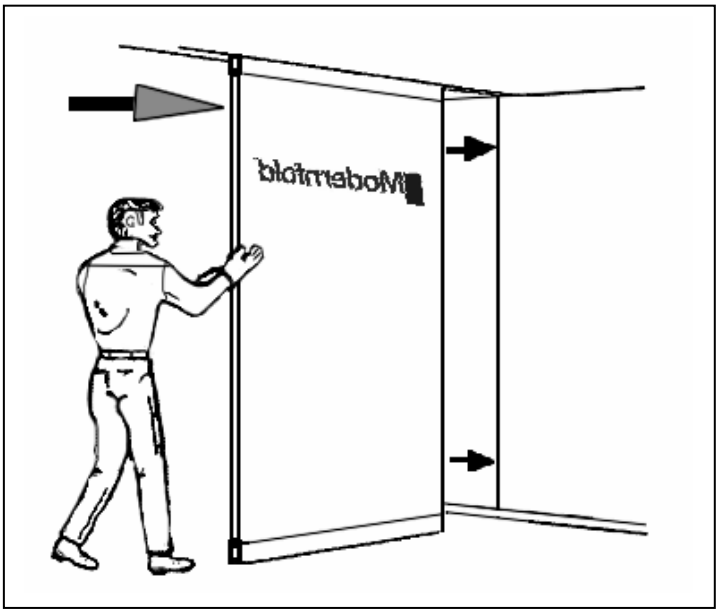
- Lower top locks and raise floorbolts before moving a panel
- Always move panels at a walking pace
- Keep hands and fingers clear of meeting edges and pivot points
- Be sure that the path of the partition on its track is clear of any obstructions

Extending the Lead Panel

To begin extending the partition, face the stack and grasp the edges of the panel closest to you. Pull the panel forward, allowing it to follow the track configuration until both trolleys are positioned in the main track. Extending the Lead Panel: Move the panel across the opening until it moves the opposite wall. Move slowly to avoid damaging wall. Bottom of panel will bump base mould.



Beginning to extend the panels



Positioning the Lead Panel

Set Bottom Rail Locking System

Engage adjacent panels by use of interconnecting floor bolts to stabilize panels from movement in all directions.

1. A minimum of one end panel will have a brass mortised lock with a cylinder and/or thumb turn operation. A round bolt will engage an adjustable eccentric floor bushing for security.

2. Closure Pivot Panels will have a keyed cylinder and thumb turn knob.

3. Intermediate Panels will have interconnecting floor bolts.

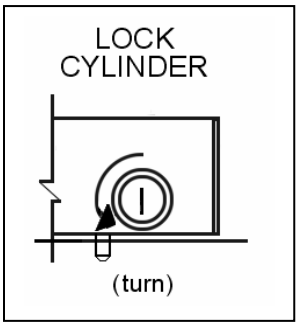
4. Lead panels will have a cylinder with a thumb turn.

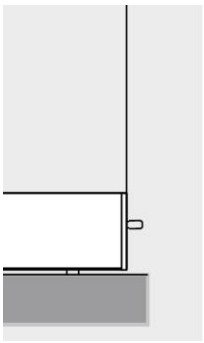
5. Convertible panels will have a face operated floor bolt

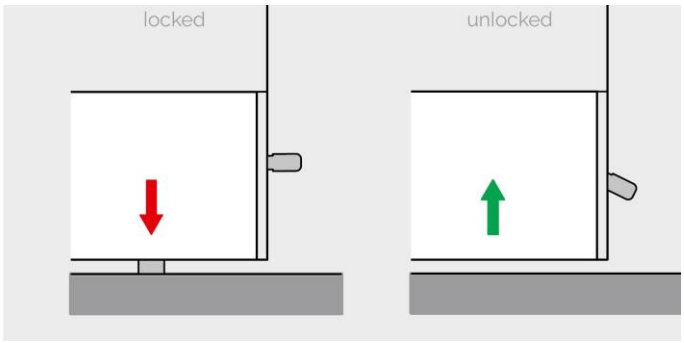
Key lock Cylinder in unlock position (bolt hidden)

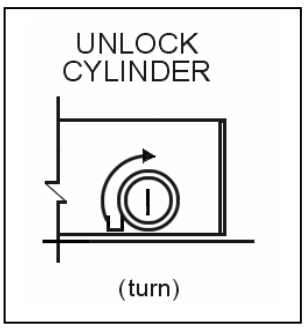
Thumb Turn knob in unlock position

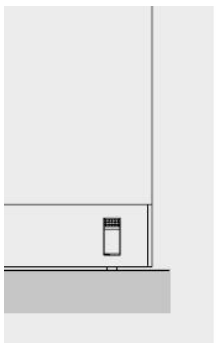
Thumb Turn knob in locked position

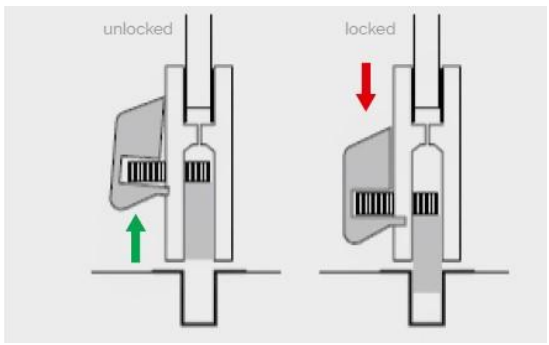






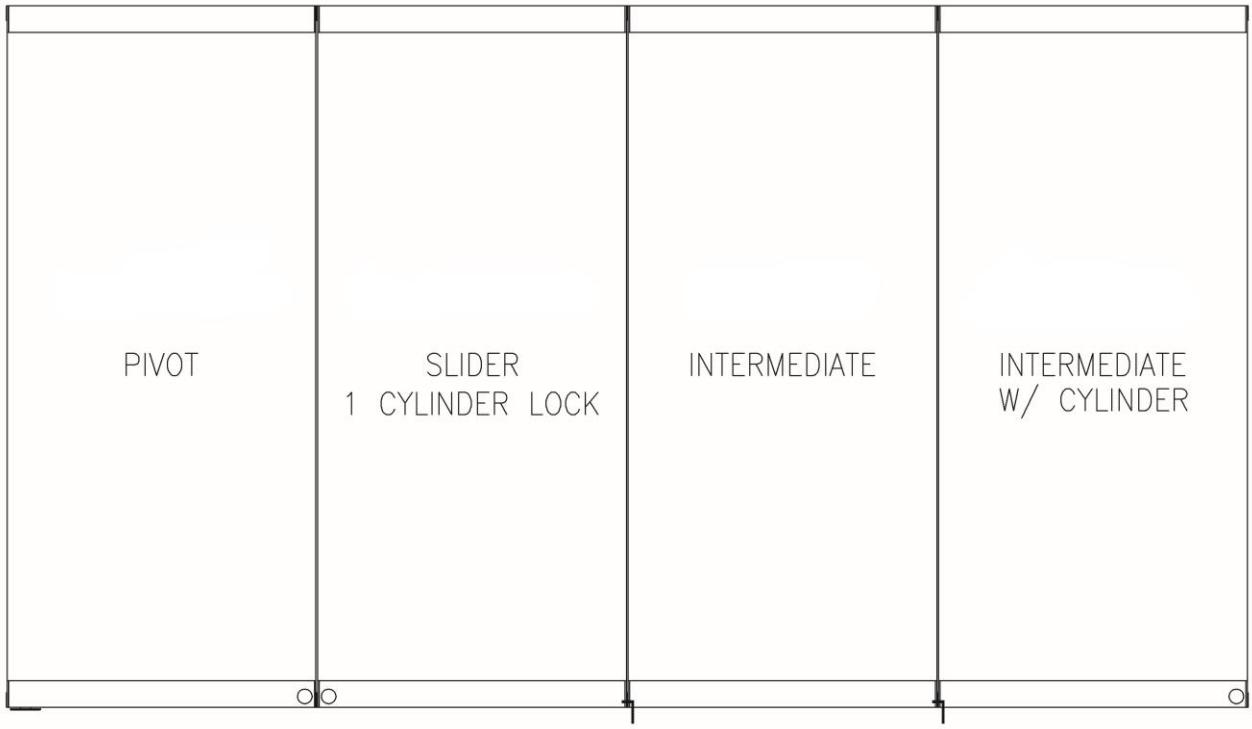






After moving panel into position, engage the floor bolts. The successive panel will not be able to be set in position if the interconnecting floor bolt is not engaged.

Lock and Interconnecting Floor Bolt Configuration



Typical Layout

Extending the Remaining Panels

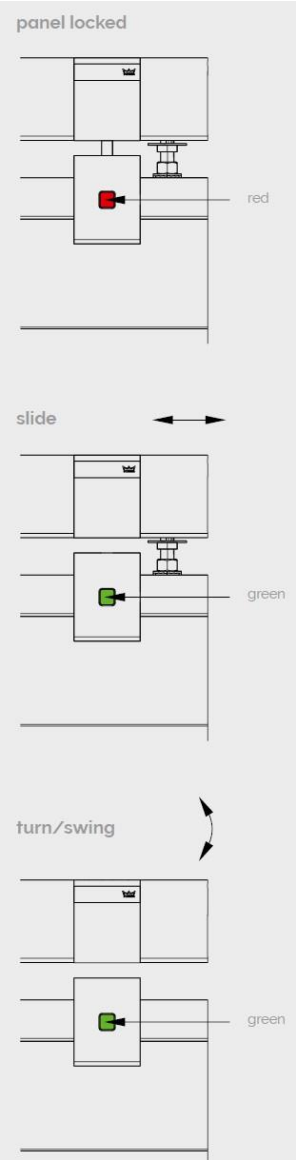
Continue to pull the remaining panels from the stack and push them into their proper positions. **Again, remember to move the panels at a walking pace and to be careful of hands and fingers near the panel joints.** Set the floor bolts as required, depending upon the type supplied with each panel.

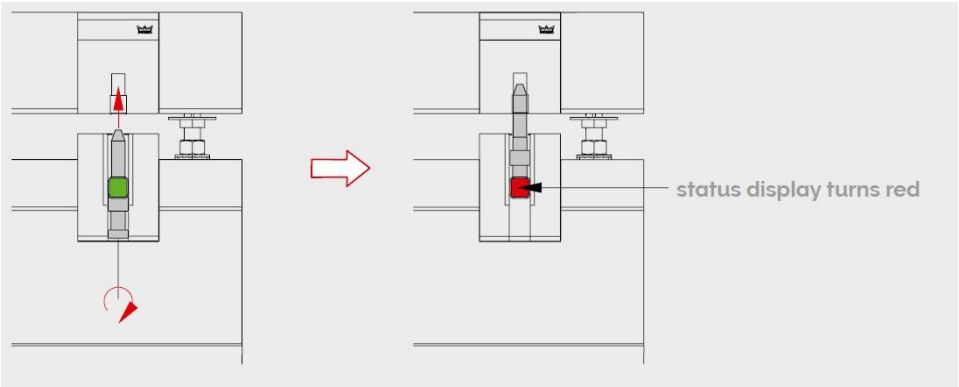
Completing Final Closure

Once the partition is fully extended, you must complete the closure at the stack end of the opening. The method of closure depends upon which type has been specified for your partition. Floor Pivot – Unlock from stack position and re-lock in open position BTS-80 - Unlock from stack position and release. Will close automatically based on your settings.

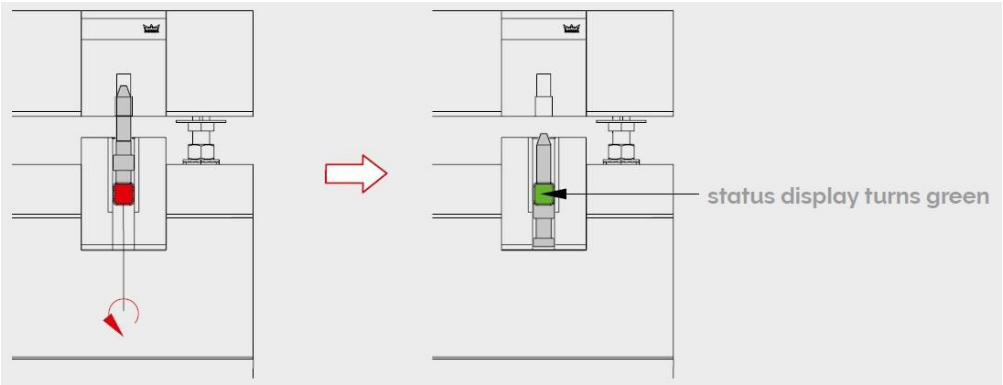
Upper locks

Panels with upper locking devices will have a color-coded lock status display indicating the current state of the locking device.



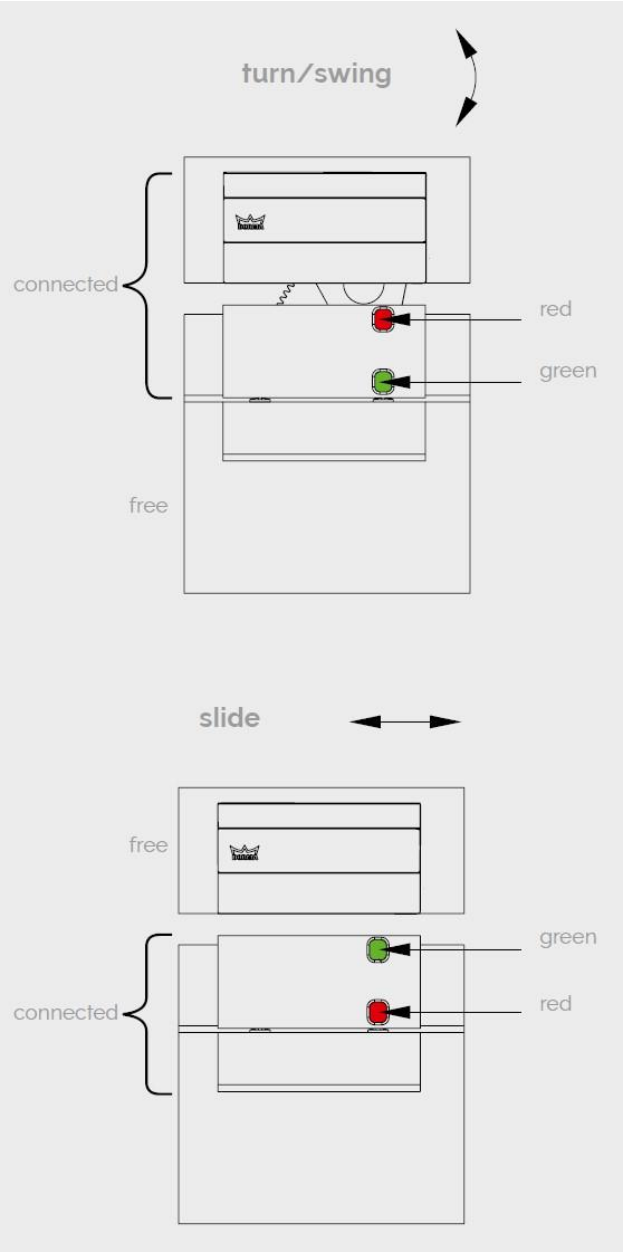


To lock, apply a slight upward pressure to locking bolt and screw in with a ¾ turn.



To unlock, apply a slight upward pressure to locking bolt and unscrew with a ¾ turn.

Convertible panels have a special upper locking device to allow proper door function. When sliding the panel along the track, the lock serves to prevent the door from swinging open. When the panel is set and operated as a door, the lock serves to prevent the top rail from moving along the track.



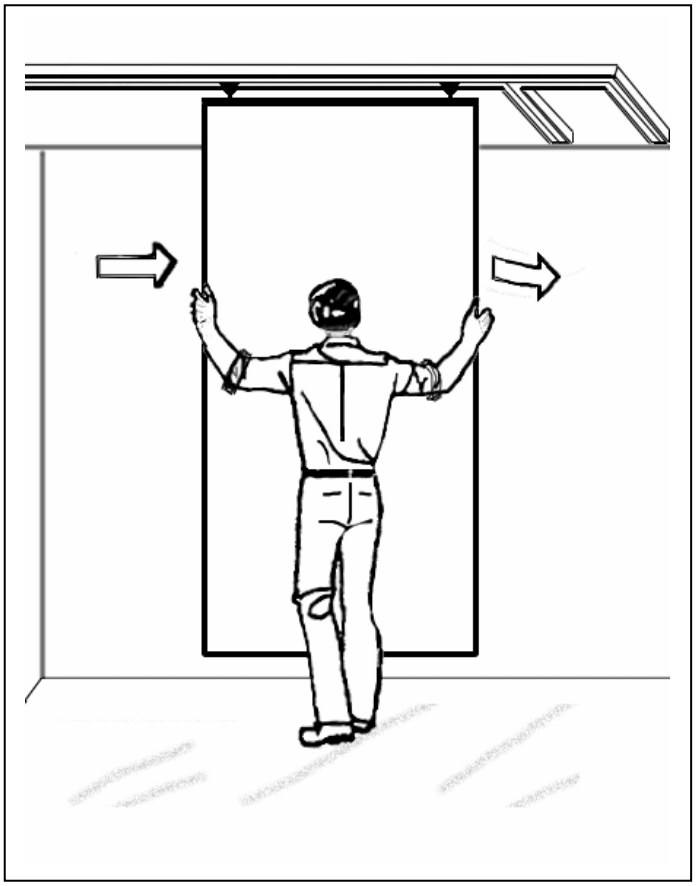
Special Note: Be sure to maintain engagement of the bottom face operated foot bolt when changing the lock status of the upper lock device on convertible panels.

Stacking the Partition

When the partition is no longer needed, it can be stacked together to reopen the space. To stack the Modernfold GWS partitions, the procedure is roughly the reverse of extending the partition. **Be sure to release any floorbolts or other locking mechanisms before attempting to move any panels.**

Stacking the Panels

Once the floor bolts are released and the closure panel is stacked, you can begin to stack the panels. Pull the panel closest to the stack away from the panel ahead of it and, *moving it at walking speed*, slide it to the stack end of the opening. Slide the panel out of the main track and into its stack configuration. The layout of each will determine the method you use to move the panel into the stack.



Special Note: Stacking the partition normally requires *finesse*, rather than *force*. Each stack configuration is designed to allow the panels to flow smoothly into the stack area. Switch & curve intersections provide another level of ease in stacking the partition and require minimal effort. Some applications require that the panels are stacked at a slight angle to the fixed wall. **Do not attempt to force the panels into a flat stack.** Also, take care not to force panels into the next panel in the stack, move each panel against the previous one in the stack, then return to the remaining panels and stack the next one.

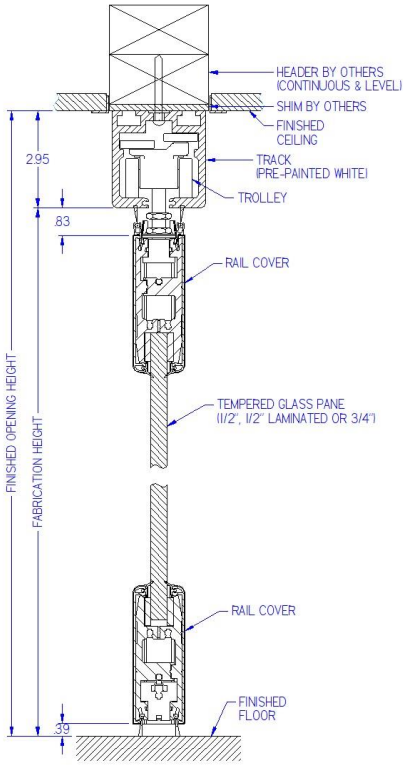
Step 7: Maintenance

By maintaining your installation after it is complete, you can keep this operation and appearance in good condition for many years.

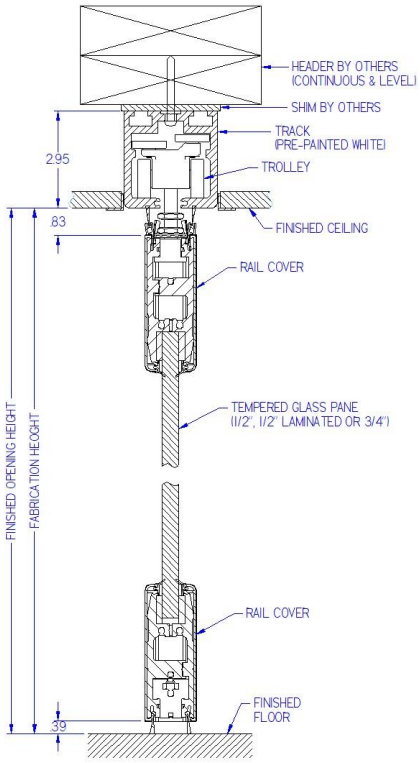
Track Maintenance
Tracks should be cleaned yearly. Use a mop, or a rag dampened with mineral spirits, to thoroughly clean the inside surfaces of the entire track layout. After cleaning, apply a light coat of petroleum jelly (Vaseline®) to the entire surface upon which the trolleys run. After the first and third years, check the track for proper level and readjust as necessary. This is particularly important on long spans, as truss deflections generally show up within the first three years.

Panel Maintenance
The panels should be periodically checked for damage and repaired as necessary. Regularly inspect all floor bolts and operate the closure. Any adjustments necessary should be made and/or any damaged or inoperable parts should be replaced. After the first and third years of operation, panel vertical edges should be checked for plumb, and, if necessary, plumbed again by adjusting the trolleys. (This can also be a result of header deflection.) Then reset the trolley lock nut to secure the panel.

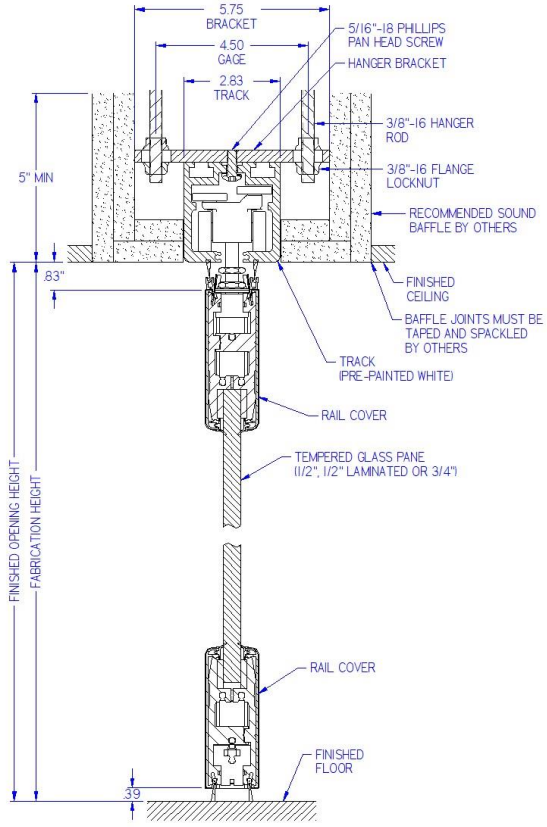
Step 8: Reference Details



DIRECT MOUNT
SURFACE



DIRECT MOUNT
RECESSED

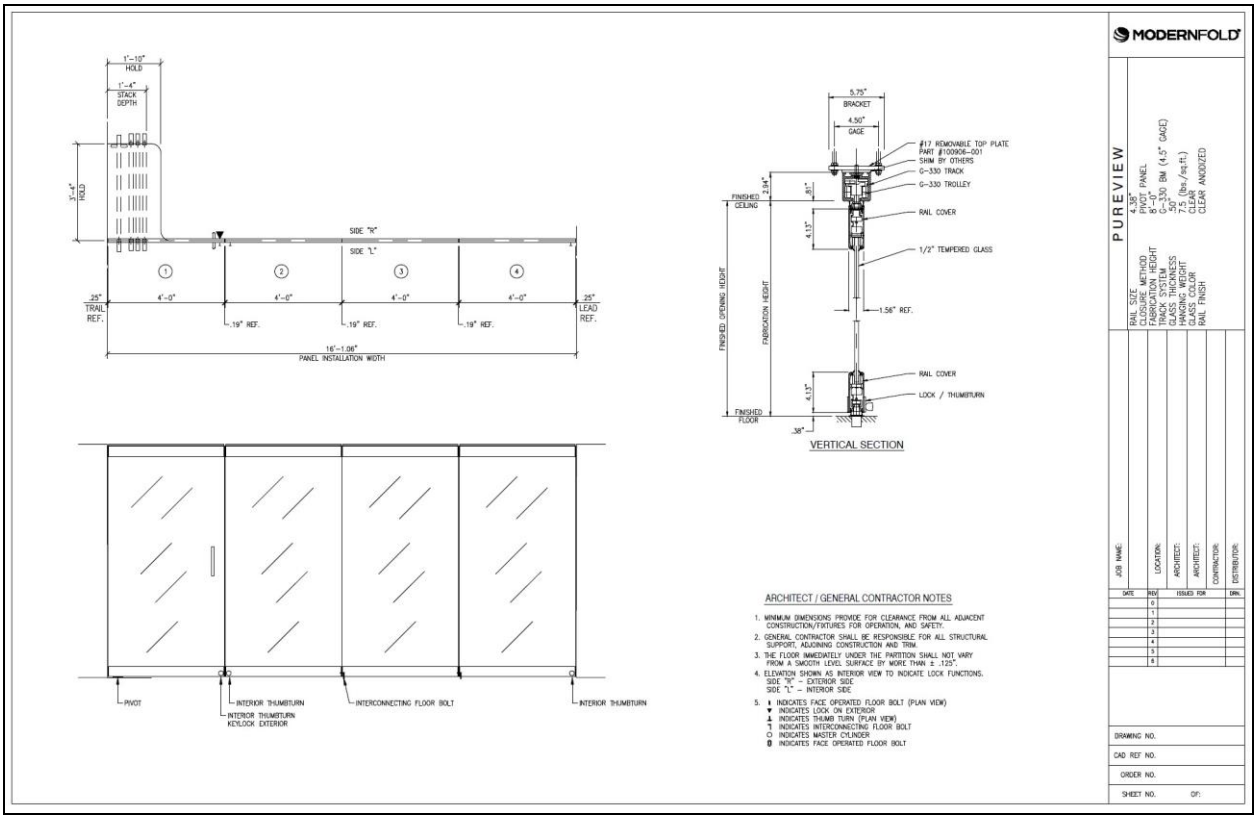


BRACKET MOUNT

Step 9: Reference Page

The following is a random list of standard reference points that you may need to refer to while installing this DRS product.

1. Top gap	Top of rail to bottom of track	13/16”
2. Bottom gap	Bottom of rail to top of finished floor	3/8”
3. Panel to wall	Lead edge to wall reference	3/16” standard see drawing
4. Panel to wall	Trail edge to wall reference	3/16” standard see drawing
5. Edge to edge	Panel 1 lead to panel 2 trail gap	3/16”
6. Interconnecting floor bolt & Key thumb turn throw		11/16” nominal
7. Floor strike depth		1-3/8”
8. Trolley backset		2.50” standard 1.0” minimum
9. Floor pivot	without handles on PC1	2.50” + dwg ref.
10.Floor pivot	with handles on PC1	4.50” + dwg ref.
11. BTS-80	without handles on PC1	2.50” + dwg ref.
12. BTS-80	with handles on PC1	4.50” + dwg ref.



Typical SHOP DRAWING with reference dimensions. These can vary from installation to installation.

IDENTIFICATION FOR THE DISTRIBUTOR

This label with the appropriate numbers applied is installed on the top retainer between the sweeps of the panel assembly. It can help you later, if this partition should ever need repairs.

ORDER # _____ **LEAD**

WALL: _____ →

PANEL # _____ **EDGE**

IDENTIFICATION FOR THE END USER

This label is installed on the trail edge of the number one panel on your partition.

Modernfold ServiceCenter

FOR SERVICE AND PREVENTATIVE
MAINTENANCE CALL 1-888-FX WALLS
FOR YOUR AUTHORIZED SERVICE CENTER

JOB # _____

215 West New Road
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