

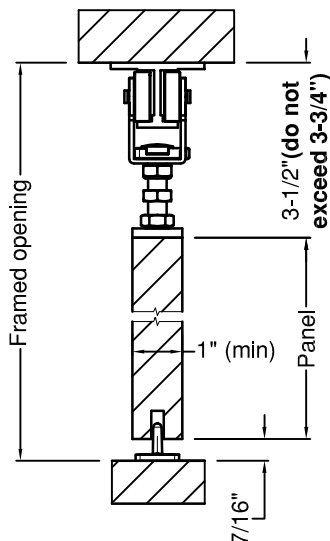
# Assembly Instructions

Top Line Grant® 1210 / 1230 - up to 225 / 325 lbs/panel (102 / 147 kg/panel)  
for sliding / bypassing applications

Technik für Möbel



Framed opening =  $3\text{-}1/2\text{'}$  + PANEL +  $7/16\text{'}$   
Vertical leveling adjustment ( $\pm 1/4\text{'}$ )

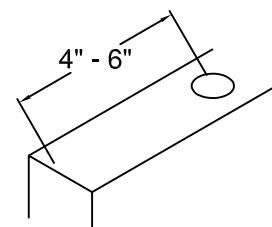


### Note:

- For bi-parting doors use an additional set of hardware.
- For bypassing doors mount parallel tracks.
- These instructions assume a properly framed opening with a carefully leveled header.
- For any open ended installation, 1212 or 1213 bumper stop **must** be used.
- It is recommended to pre-drill all screws.

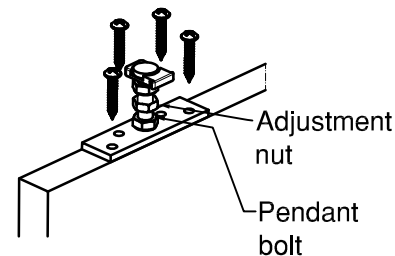
## 1 Prepare Door

Drill two  $1/2\text{'}$  diameter holes,  $3/4\text{'}$  deep on center of door, 4" to 6" from either side. On centerline of door thickness, cut a continuous  $1/4\text{'}$  wide by  $9/16\text{'}$  deep slot in bottom of door for door guide.



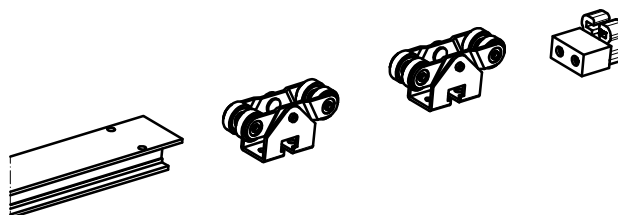
## 2 Top Plate

Screw the  $3/8\text{'}$  pendant bolts into top plates allowing bolts to project approximately  $1/4\text{'}$  below the plates. Place top plates on door with bottom of bolt inserted into the hole. Fasten plates to door using #12 x 1-14" pan head tapping screws supplied.



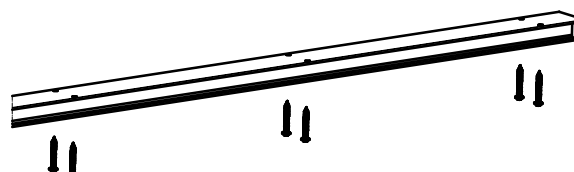
## 3 Carrier / End Stop

Slide carriers and end stop (optional) on track, opening in carrier facing you. (Two wheel carriers shown.)



## 4 Track

Mount track to header using #12 x 1-1/4" pan head tapping screws supplied.

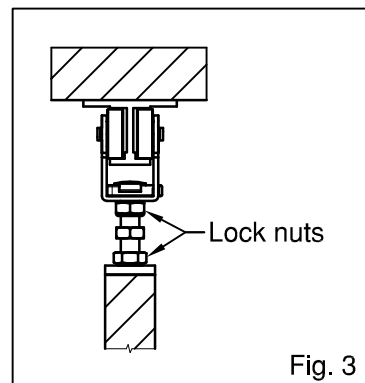
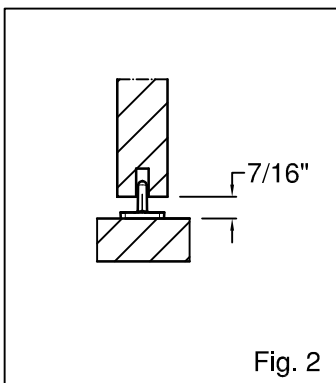
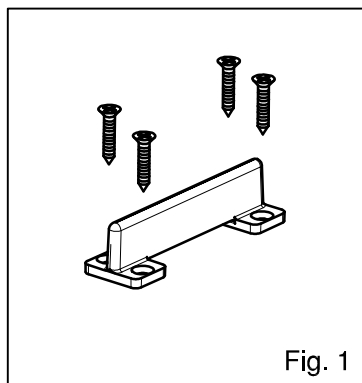


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## 4 Floor Guide / Adjustments

Align floor guide with track and fasten with (4) #6 x 3/4" flat head tapping screws provided (see Fig. 1). Lift door placing saw cut in the bottom over the floor guide track. Insert bolt heads into carrier opening. Confirm 7/16" clearance dimension from the floor to the bottom of the door (see Fig. 2). This height can be adjusted by turning the center nut on the pendant bolt.

After bottom clearance is approved (and horizontal adjustment made if required), tighten locking nuts against carriers and top plates (see Fig. 3).



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