

Installing a door with concealed overhead closer.

These notes should be read before hanging the door and in conjunction with the leaflet supplied by the closer manufacturer.

Frame preparation.

Ensure that the door frame is fixed **plumb and square**. The door will not function correctly unless the frame is correctly fitted. The width, height and diagonal dimensions should be carefully measured to check that the frame is square. Ensure that the threshold is adequately fixed and supported, particularly under the pivot. Check and tighten all bolts and screws holding the closer body into the frame to ensure that none have worked loose in transit.

Removing the clamping piece.

The door closer manufacturer's name plate on the top rail of the door faces into the building. Once removed this will expose the bolts holding the clamping piece and these should be undone with the Allen Key supplied and then taken out, together with the clamping piece.

Positioning the door.

Place the door parallel to the frame with the top rail cut-out facing the inside. Lift the door onto the bottom pivot and push the top of the door into the opening so that the closer spindle in the transom engages with the drive arm in the top of the door. Support from outside. The door should have a 6 mm clearance at the threshold and a 3 mm clearance at the head. These clearances can be achieved by removing the door and adjusting the threshold pivot if necessary.

Connect the clamping piece with the drive arm and tighten it around the closer spindle using the Allen Key bolts. Tighten the bolts evenly and fully.

Lateral adjustment.

To adjust the jamb clearances use the lateral adjustment screw, this is situated at the end of the top arm. Before using the lateral adjustment screw, with the door open, loosen off the socket screw holding the drive arm to the top of the door. Also loosen the two horizontal hexagon headed screws. There should be equal clearance down each jamb (and meeting stiles).

Central adjustment.

When closed the doors should fit centrally in the frame. The closer drive arm in the top rail of the door is adjusted by use of the two horizontal hexagon headed screws.

Position door stop to suit.

Always retighten the screws securely after any adjustment.

Adjustment of closing speed.

The closing speed is regulated by two valves. One regulating valve regulates the closing speed (90 degrees to 20 degrees) the other valve regulates latching speed (20 degrees to 0 degrees). **See manufacturers instructions supplied for further details.** Care must be taken to ensure that the valves are not turned past the integral stops as this will cause oil to leak and the closer will require replacement. **Turn the valve clockwise for slower and counter-clockwise for faster closing speed.**

Six Monthly maintenance.

Inspect the bottom pivot and remove any debris, check that the bearing rotates freely and that pivot is fixed firmly to the threshold. Check and tighten all fixings to the closer body, top arm and bottom pivot shoe. Refit the door and tighten all the top arm fixings paying particular attention to the clamp block screws and the centre retaining screw.