



Thank you for selecting JELD-WEN products. Attached are JELD-WEN's recommended installation instructions for Multi-Slide doors. Read these instructions thoroughly before beginning. They are designed to work in most existing applications, however; existing conditions may require use of alternative methods to these instructions. If changes are needed, they are made at the installer's risk. For installations other than indicated in these instructions, contact a building professional.

*It is critical that the system be located in an area under a 10 foot minimum overhang to prevent weather from reaching the opening. Failure to do so may result in damage to the interior of the structure. The multi-slide door system is not designed to prevent, nor warranted against any weather or water infiltration.*

### IMPORTANT INFORMATION AND GLOSSARY

Not all exterior door types may be installed into every wall condition in all areas. Consult your local building code official (or Authority having jurisdiction) for applicable building codes and regulations. Local building code requirements supersede recommended installation instructions.

**Please Note!** Any door installation such that the sill is higher than 35 feet above ground level or into a wall condition not specifically addressed in these instructions must be designed by an architect or structural engineer. We recommend that all non pre-finished wood components be finished with an appropriate paint or stain prior to installation. See our Finishing document for details at [www.jeld-wen.com](http://www.jeld-wen.com). Failure to properly finish or install square, level and plumb and on a flat surface (without peak and valleys) could result in denial of warranty claims for operational or performance problems.

**Note to Installer:** Provide a copy of these instructions to the building owner. By installing this product, you acknowledge the terms and conditions of the limited warranty as part of the terms of the sale.

#### Pilot Hole

A drilled hole that is no larger than the body of the screw (minus the threads).


#### Rough Opening

The framed opening in a wall where a door is to be installed.

#### Shiplap

The layering method in which each layer overlaps the layer below it so that water runs down the outside.

Please allow sufficient time to properly prepare the rough opening, install the door, and ensure its proper operation.

Estimated Install Time for New Construction	<input type="checkbox"/> First Time: 6 hr.	
	<input type="checkbox"/> Experienced: 5 hr.	
	<input type="checkbox"/> Professional: 4 hr.	

### GLOSSARY

#### Astragal

The vertical trim attached to the edge of both of the meeting panels of a bi-parting door that bridges the gap between the panels when closed.

#### Backer Rod (backing material)

A material (e.g. foam rod) placed into a joint (such as between the jamb and stud) primarily to control the depth of the sealant.

#### Buck

A wood framework attached to the masonry inside a window or a door rough opening.

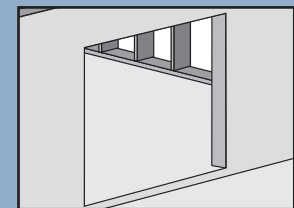
#### Interlock

A weatherstrip component that runs vertically along the stiles of either horizontal sliding sashes or sliding patio door panels. When the window/door is closed, the interlocks engage, locking together, to provide resistance from air and/or water infiltration.

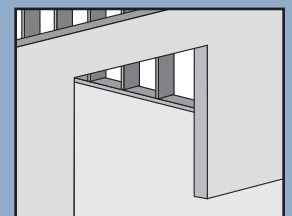
### LANDINGS

These instructions cover two door sill conditions: the **step-down landing** and the **continuous slab landing**. The installation methods vary slightly between landing types.

#### Step-Down Landing



#### Continuous Slab Landing

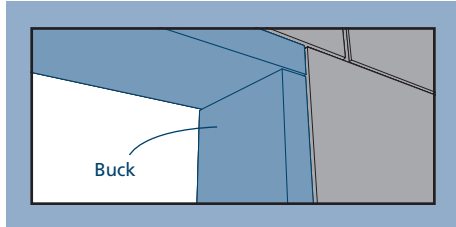


## ROUGH OPENINGS

This installation guide specifically addresses masonry/block wall and stud-framed construction.

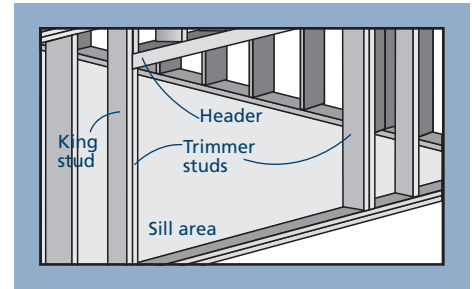
### MASONRY/BLOCK WALL CONSTRUCTION

This installation assumes that a building professional has already properly fastened and sealed a framework of studs (often called a buck) to the concrete/masonry wall.



### STUD-FRAMED WALL CONSTRUCTION

The wall framing consists of vertical studs supporting a properly engineered header. The door will be mounted inside of the rough opening.



## SAFETY AND HANDLING

### SAFETY

- Read and fully understand ALL manufacturers' instructions before beginning. Failure to follow proper installation and finishing instructions may result in the denial of warranty claims for operational or performance problems.
- Do not work alone. Two or more people are required. Use safe lifting techniques.
- Use caution when handling glass. Broken or cracked glass can cause serious injury.
- Wear protective gear (e.g. safety glasses, gloves, ear protection, etc.).
- Operate hand/power tools safely and follow manufacturer's operating instructions.
- Use caution when working at elevated heights.
- If disturbing existing paint, take proper precautions if lead paint is suspected (commonly used before 1979). Your regional EPA ([www.epa.gov/lead](http://www.epa.gov/lead)) or Consumer Product Safety Commission offices provide information regarding regulations and lead protection.

- **WARNING:** Drilling, sawing, sanding or machining wood products generates wood dust, a substance known to the State of California to cause cancer. Use a respirator or other safeguards to avoid inhaling wood dust.

### MATERIALS AND DOOR HANDLING

- Heed material manufacturers' handling and application instructions.
- Protect adhesive surfaces from dirt, moisture, direct sunlight and folding over onto themselves.
- Handle in vertical position; do not drag on floor.
- Store door in dry, well-ventilated area in vertical, leaning position to allow air circulation; do not stack horizontally.
- Protect from exposure to direct sunlight during storage.
- Install only into vertical walls and when conditions are dry.

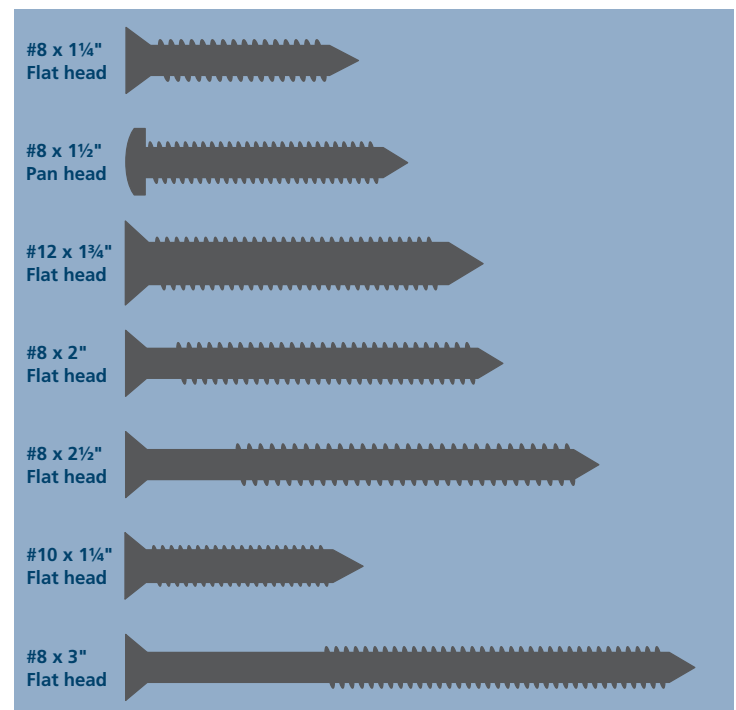
**IF INJURY OCCURS, IMMEDIATELY SEEK MEDICAL ATTENTION!**

## MATERIALS AND TOOLS

### PROVIDED MATERIALS

**Note! Specific parts shown are dependent upon product configuration and every part will not apply to all configurations.**

- #12 x 1-3/4" Flat head screws for the sill
- #8 x 1-1/4" Flat head self-tapping screws for head stop (for stacking systems only)
- #8 x 1-1/2" Pan head screws for post interlock (pocketing systems only) installation
- #8 x 2" Flat head screws for pocket closer (pocketing systems only) installation
- #8 x 2-1/2" Flat head screws for head track installation
- #8 x 3" Flat head screws for strike installation on the jamb for stacking systems (excluding bi-parting systems)
- #10 x 1-1/4" Flat head for strike installation on the astragal (bi-parting system only)
- #8 x 3" Flat head screws for side jamb installation (excludes pocketing systems)



**MATERIALS AND TOOLS - CONTINUED**

**PROVIDED PARTS**

**ATTACHED HARDWARE**

- Handle package
- Finger pull
- Astragals (bi-parting systems only)

**SHIPPED LOOSE**

**Main Frame**

- Head tracks
- Floor tracks
- Locking and/or stationary side jamb component based on configuration. Double pocketing systems will not have jambs.

**Hardware Bag**

- Fixed panel head bracket (stacking systems only).
- Roller adjustment screw caps.
- Track spacing tool.
- 3/4" pile weatherstripping (lineal cut to fit each interlock).
- Strike plate (for locking side jamb component found on stacking and single pocketing systems).

**For Pocketing Systems Only:**

- Post interlock (one for each pocket).
- Pocket closure (one for each pocket).
- Door stop bumper (one for each pocket) with a #8 x 3" screw.

**Items Not Shown:**

- Door panel(s)

**NEEDED MATERIALS**

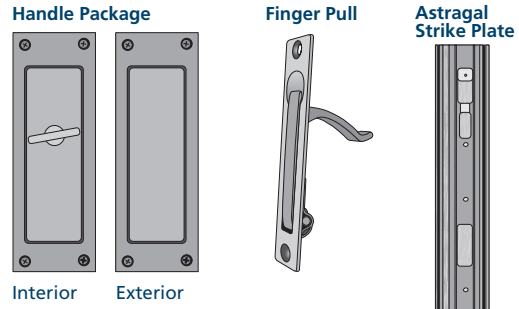
**Note!** Follow all material manufacturers' instructions for proper use and compatibility. When using flashing, spray adhesive/primer, sealant and foam products, we recommend using the same manufacturer and verifying compatibility. It is the End User's responsibility to determine if dissimilar materials are compatible to the substrates in the application.

- Non compressible or water degradable shims.
- Sealant: We recommend OSI® QUAD® Max Sealant or equivalent. This can be used in any application and can be painted or ordered in a color matched product, if desired.
- 4", 6", or 9" (as required by local code and window configuration) wide self-adhesive flashing: We recommend OSI® Butyl Flash Tape or equivalent.
- Liquid applied flashing (Protecto Wrap LWM 200 or equivalent).

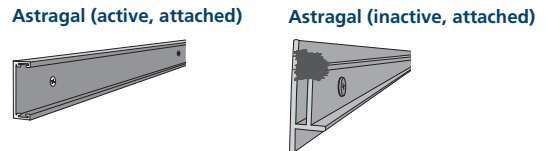
**NEEDED TOOLS**

- Tape measure
- Utility knife
- Level (6' recommended)
- Caulking gun
- Drill with bits
- Screwdrivers
- Hammer drill and masonry bits for masonry applications
- Impact driver
- Plumb bob
- Chalk line
- Square
- Step ladder (2)
- #2 Phillips head bit
- #2 Square drill bit

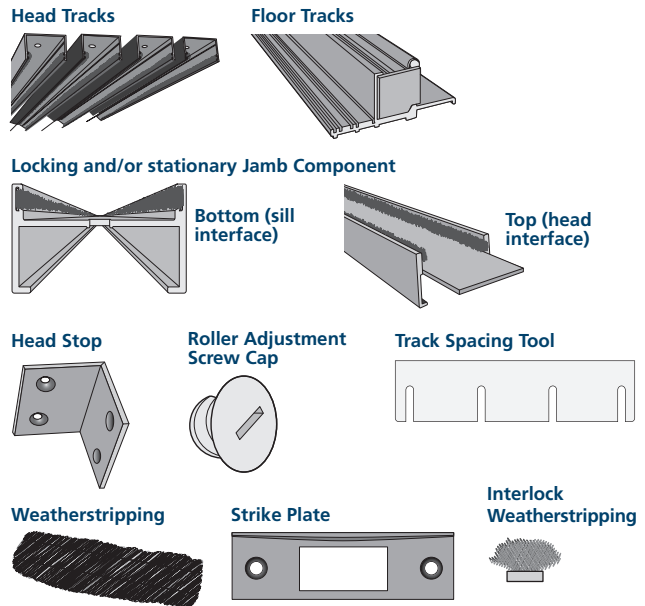
**HARDWARE ATTACHED TO PANELS**



**FOR BI-PARTING SYSTEMS**



**SHIPPED LOOSE**



**FOR POCKETING SYSTEMS ONLY**



**1 REMOVE PACKAGING AND INSPECT DOOR**

**REMOVE PACKAGING**

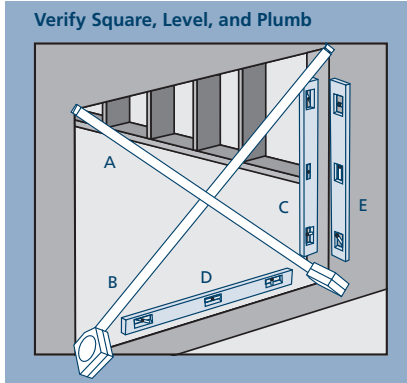
Remove shipping materials such as corner covers, shipping blocks or pads.

**INSPECT DOOR**

- Cosmetic damage

**2 INSPECT ROUGH OPENING**

Depending on configuration, there may not be any jambs to hold the system together. In all cases, the rough opening will act as the product frame and should be as square, level and plumb as possible. This will ensure the best possible product performance.



**General Conditions**

- Construct the rough opening to be 1" wider and 5/8" taller than door frame dimensions (for all systems).
- The header should be properly supported and designed to ensure that no load is transferred to the door unit (1/8" max deflection allowed in head track).
- The width (interior to exterior) of the header must be, at a minimum, wide enough to support the width of each individual head track (each track is 2-3/8" wide).
- Rough opening sill should not be crowned or sagged (D), but rather level or sloped (positive slope) to the exterior. Correct any deviations prior to installation.
- The sides of the rough opening should be plumb (C) and the diagonal square measurements (A and B) varying +/- 1/4".
- The exterior face of the rough opening should be in a single plane (E) with less than 1/8" twist from corner to corner.
- Check pocket walls and header for any nails or staples that may interfere with the installation of the frame components or operation of the panels.

**NOTE:** Additional room has been compensated for within the rough opening to allow for adequate shimming and adjustment (shim space of 1/2" per side and 5/8" above head track). If the rough opening is built to tighter tolerances then the opening may be downsized to fit the door unit more accordingly; however, this would be done at the Builder's/Installer's discretion.

**Understanding the Floor Track to Finish Floor Transition**

Refer to the drawings for the presumed manner in which the floor track is to be positioned in regard to the finished flooring. Most floor tracks are assumed to be secured to the rough sill and be incorporated with the finished floor height so that only 1/8" of the track is visible (this may require the track to be recessed).

**FOR RETROFIT INSTALLATIONS**

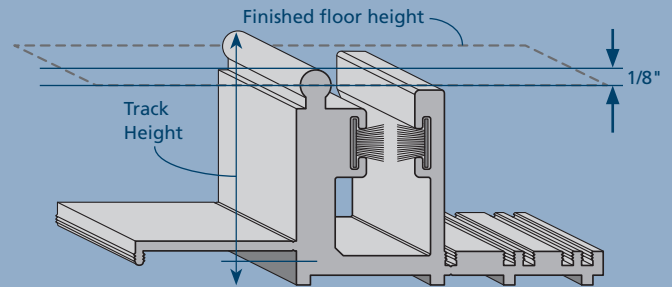
After removing the old patio door, remove sufficient cladding (siding, stucco, etc.) to expose enough intact building wrap to properly seal the patio door to the opening. If damaged, apply new building wrap in shiplap manner. Verify the rough opening framing is structurally sound. Contact your local waste management entities for proper disposal or recycling of products being removed.

- Damage to loose aluminum components
- Correct product (size, color, grid pattern, handing, glazing, etc.)

If any of the above conditions represent a concern, or if you expect environmental conditions to exceed the door's design, do not install the door. Contact your dealer or distributor for recommendations.

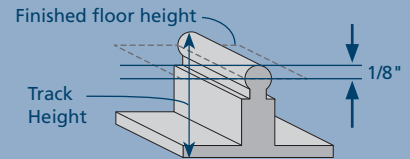
**Typical Applications:**

Weather Resistant Floor Track



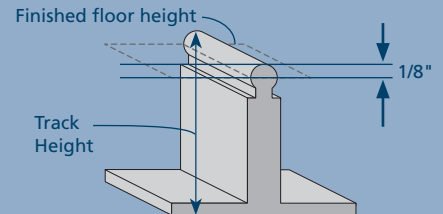
**Typical Applications:**

Carpet  
Thin set stone / tile  
Thin wood floors



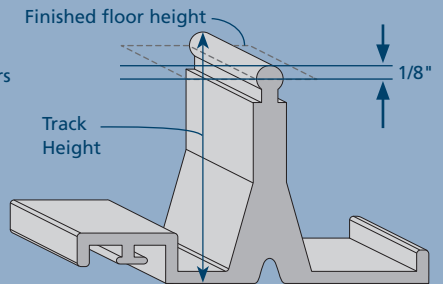
**Typical Applications:**

Stone  
Thick tile  
Wood floor



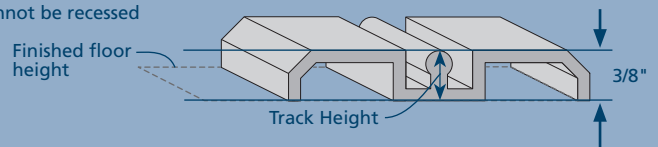
**Typical Applications:**

Mud set stone  
Mud set tile  
Wood floor on sleepers



**Typical Applications:**

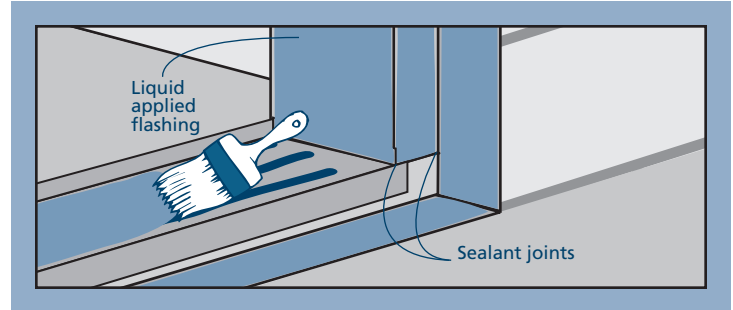
Low profile track  
used when floor track  
cannot be recessed



**3**

**PREPARE ROUGH OPENING**

Apply self-adhered flashing or liquid applied membrane to sill area (refer to Manufacturer's guidelines for application of the material). If a vapor and/or air barrier is to be installed refer to the Manufacturer's instructions for proper application.



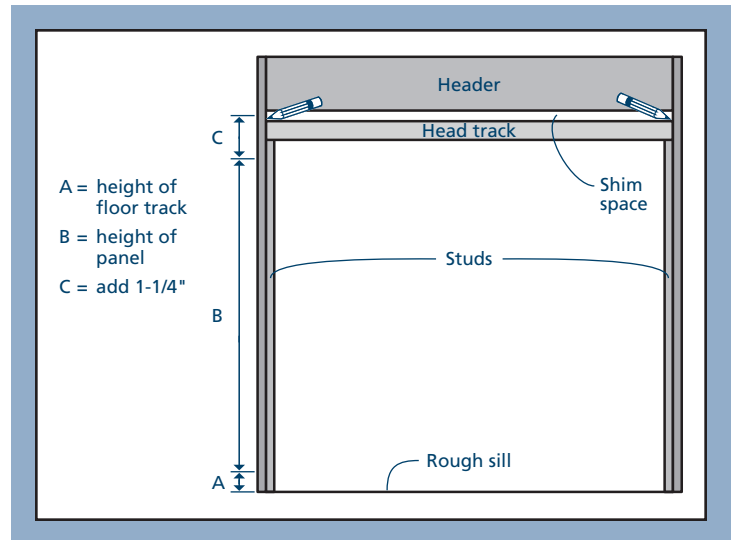
**4**

**INSTALL HEAD TRACK**

**INSTALLATION OF HEAD TRACKS**

**Height of Head Track within Opening**

- Add the overall height of the chosen floor track + panel height + 1-1/4".
- Take this measurement and make a mark on each side of the rough opening (ensure to measure from the subfloor/slab the floor track will secure to, not the finish floor height.)
- This will indicate where the "top" of the head track is to be positioned vertically within the opening.



**4**

**INSTALL HEAD TRACK - CONTINUED**

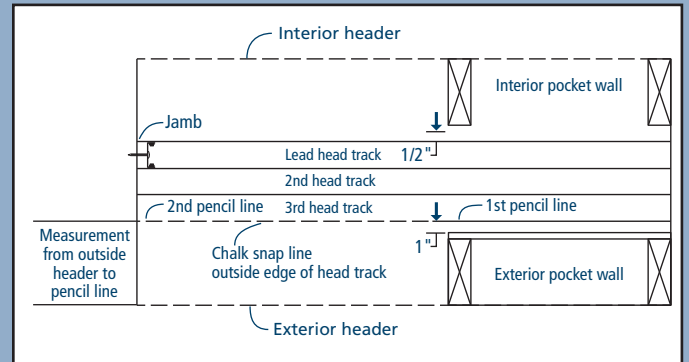
**Exterior-Interior Positioning of the Door Frame within the Opening**

**NOTE:** Installer should review the exterior facade to opening transition and/or interior trim detail as this may effect where the door unit is positioned within the rough opening. These instructions orientate the frame from the exterior (both "Stacking" and "Pocketing" units) and does not take into consideration interior trim or exterior facade details.

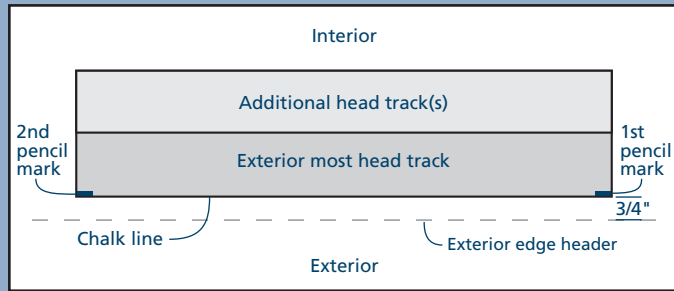
**Stacking**

1. At one corner, measure in 3/4" from the exterior edge of header and make a mark.
2. Go to the opposite end of the header and generate the same mark.
3. Using a chalk line, snap a line between the two points.
4. Position head track so "top" of track aligns with marks on sides of rough opening AND chalk line aligns with exterior wall of track.
5. Secure track in place with #8 x 2-1/2" screws. Shim as needed to ensure track is level within opening.
6. Align and secure remaining head track members to the interior of the initial track. Shim as necessary for level and even reveal.

**Typical Pocketing Detail**



**Typical Stacking System**



**5**

**INSTALL SILL TRACK**

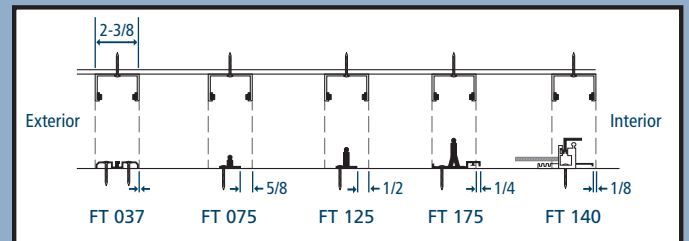
**FLOOR TRACK INSTALLATION**

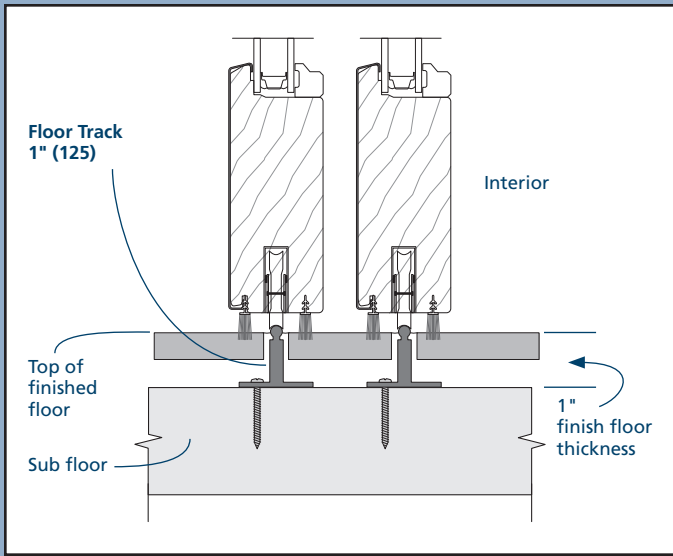
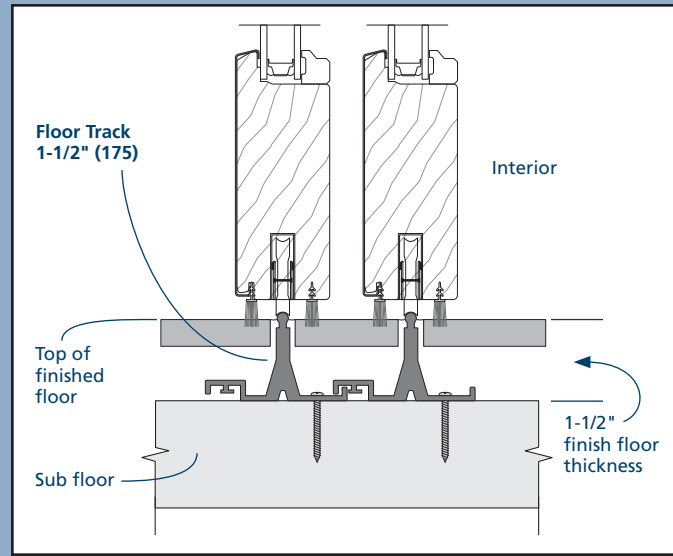
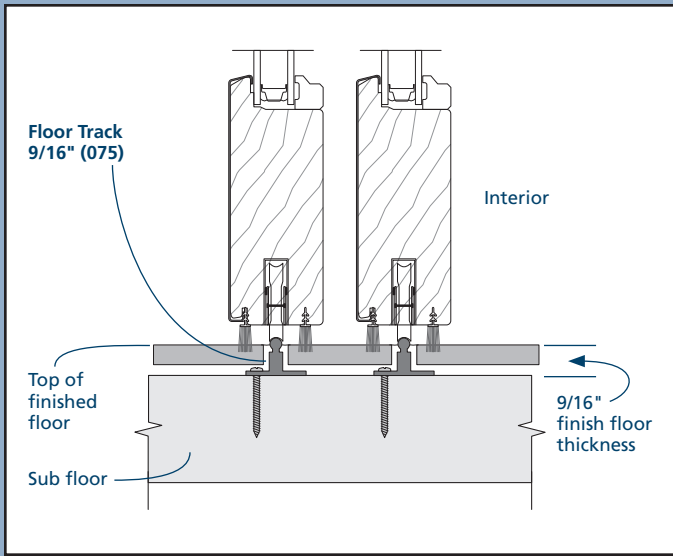
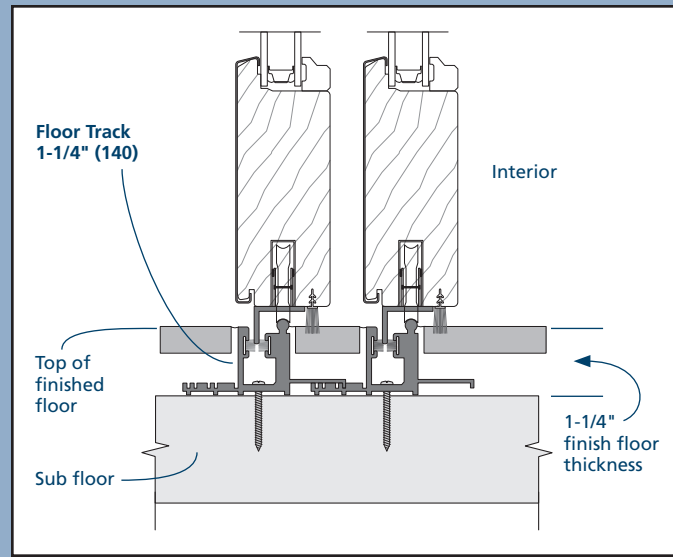
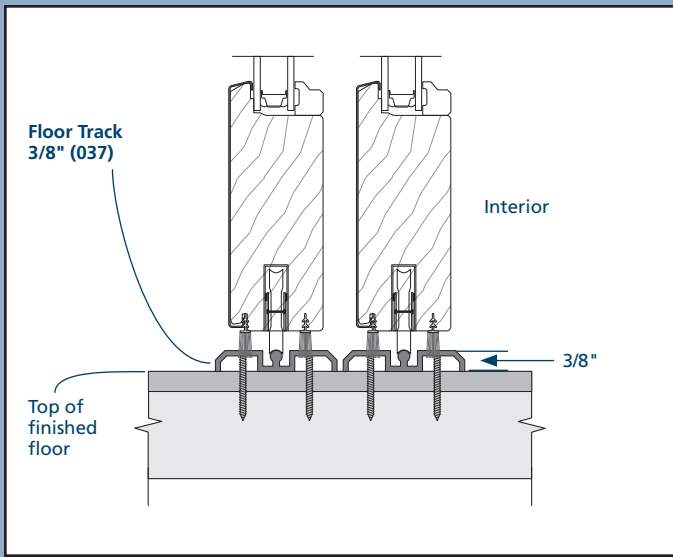
**NOTE:** Floor tracks may be staggered. If so, the longest track will be orientated to the interior and the shortest to the exterior.

1. Identify the type of Floor Track that came with the door system.
2. Review the Floor Track Alignment Table to see if there is an offset between the positions of the floor track in relation to the head track.
3. At either end of the interior most head track, hang a plumb line from the interior wall of the track to the subfloor/slab. Mark this location.
4. Move to the opposite end of the same track and repeat the above step.
5. If needed, measure out from initial mark and make a "larger mark" identify the offset as defined in Floor Track Alignment Table.
6. Use a chalk line to generate a line between the two points.
7. Position the first sill track (usually the longest) on this line. The main body of the track should sit to the exterior of the line.
8. Apply a #12 x 1-3/4" screw every other or every 3rd hole to temporarily secure the track in place.
9. Repeat steps for positioning remaining floor tracks. Ensure to temporarily fasten each track until all panels are fitted for alignment.

	2-3/8" head track for 1-3/4" thick doors
3/8" flat track	0
5/8"	In 5/8"
1-1/8"	In 1/2"
1-5/8"	Out 1/4"
1-1/2" weather performing track	In 1/8"

**Floor Track Alignment Table**





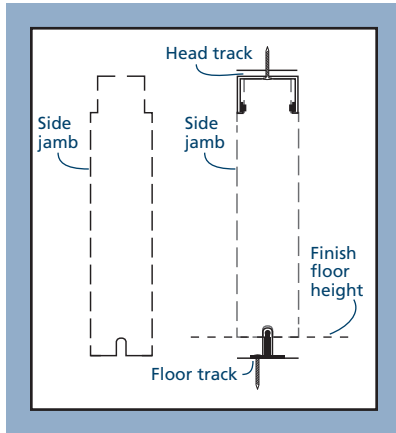
**6**

**INSTALL JAMBS**

**JAMB INSTALLATION**

Depending upon the configuration of the door unit, the number of side jamb leg components can vary.

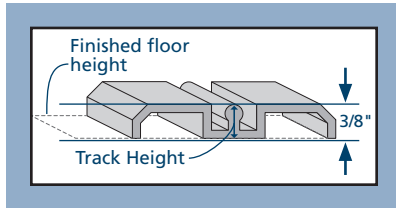
- Stacking – 2 total / 1 locking and 1 stationary jamb leg component
- Stacking Bi-Parting – 2 total / 2 stationary jamb leg components
- Pocketing (single pocket) – 1 total / 1 locking side jamb leg component
- Pocketing Bi-Parting (two pockets) – NO side jamb leg components included in system



**STACKING AND STACKING BI-PARTING UNITS**

**Stationary Jamb Component**

1. This jamb component *will not* have a rectangular notch cut out and is meant to receive the stationary/exterior most panel(s).
2. Align top of side jamb component beneath *exterior most* head track so that flange seats within walls of head track. Side jamb should not protrude past end of head track.
3. Center bottom of side jamb component over exterior most floor track. Side jamb should not protrude past end of floor track. Jamb typically will not make contact with floor track but rather sit atop finished flooring (except when using 3/8" floor track (FT037)).
4. Secure side jamb with provided #8 x 3" screws. Ensure jamb is plumb, shim as needed.



**Locking Jamb Component**

1. This jamb component *will* have a rectangular notch cut out and is meant to receive the active panel and locking hardware. (NOTE: If there is not a notched cut out, then select one jamb to be the stationary and the other to be the locking jamb. A cut out will need to be generated into the locking jamb leg to accept the latch of the lock body once panels are aligned and adjusted.)
2. Align top of side jamb component beneath *interior most* head track so that flange seats with walls of head track. Side jamb should not protrude past end of head track.
3. Center bottom of side jamb component over interior most floor track. Side Jamb should not protrude past end of floor track. Jamb typically will not make contact with floor track but rather sit atop finished flooring (except when using 3/8" floor track (FT037)).
4. Secure side jamb with provided #8 x 3" screws. Ensure jamb is plumb, shim as needed.

**POCKETING UNITS**

1. **NOTE:** Bi-Parting pocketing units (pockets on both sides of the opening) *will not* have a side jamb component. Continue to next section.
2. Units with a "single pocket" will have a locking side jamb component. This jamb component will have a rectangular notch cut out and is meant to receive the active panel and locking hardware. (**NOTE:** If there is not a rectangular notched cut out then one will need to be generated once panels are aligned and adjusted.)
3. Align top of side jamb component beneath *interior most* head track so that flange seats with walls of head track. Side jamb should not protrude past end of head track.
4. Center bottom of side jamb component over interior most sill track. Side jamb should not protrude past end of floor track. Jamb typically will not make contact with floor track but rather sit atop finished flooring (except when using 3/8" floor track (FT037) in which case the side jamb will make contact with the floor track).
5. Secure side jamb with provided #8 x 3" screws. Ensure jamb is plumb, shim as needed.
6. Secure strike plate to side jamb by placing two #8 x 3" screws through elongated holes in the plate. Holes may need to be drilled into side jamb for placement of screws (need to confirm holes not there).

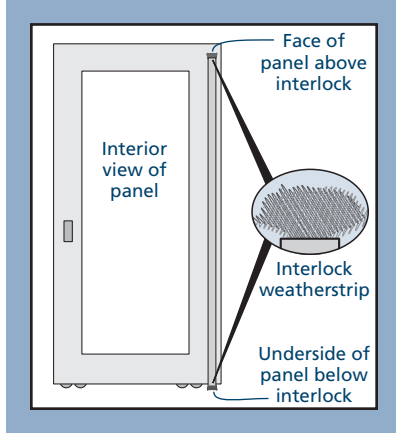


**7** **INSTALL PANELS**

**INSTALL PANELS**

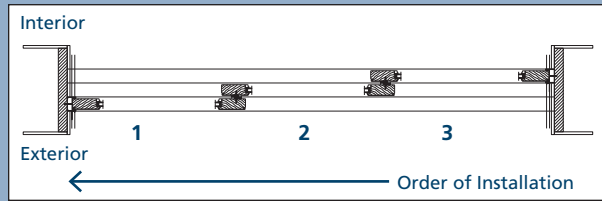
**Prepare and Stage Panels**

1. To avoid damage to rollers, clean all debris from all tracks.
2. Apply interlock weather stripping (with hard plastic T-backing) to all interlocks located along the edge of each panel. Weather stripping is to be inserted at either end of the interlock, slid into the T-Slot and run full length of the interlock. Sealant may be used as an adhesive to secure the ends of the weather stripping.

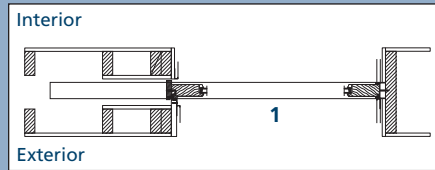


3. Cut two pieces, 3/4" x 1-3/4" of the fuzzy, adhesive backed weatherstripping. One is to be placed above the interlock on the interior face of the door panel. The other is to be placed in-line with the interlock but on the bottom edge of the door. **(NOTE: this piece can be stapled into place as well).** It is suggested to dry fit each piece for fit and alignment prior to exposing the adhesive. This should be done for each panel.
4. Each panel should be labeled with a number. These numbers do not necessarily represent the order in which the panels are to be installed but rather designate the assigned location of the panel within the door unit at time of manufacturing. Panel numbers are assigned as viewed from the exterior, looking left to right.
5. Study overall configuration of door. Drawings have been provided to assist visualizing where panels are to be positioned. **(NOTE: Not all configurations are shown.)**

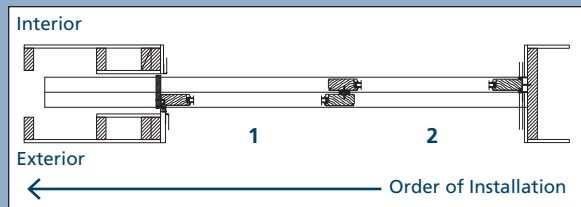
**3 Panel Stacking (OXX)**



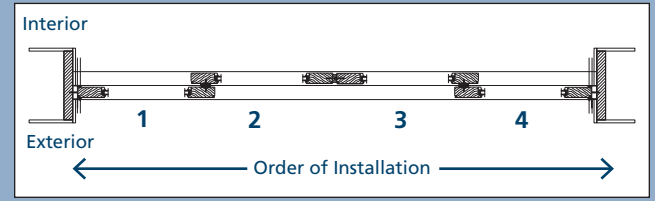
**1 Panel Pocketing (PX)**



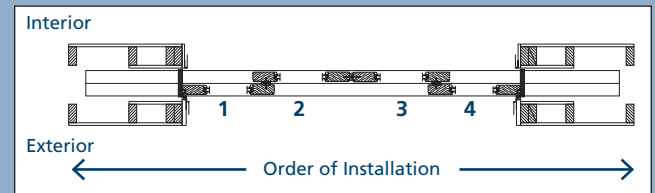
**2 Panel Pocketing (PXX)**



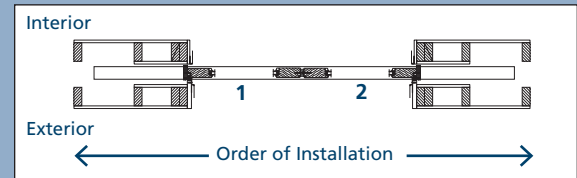
**4 Panel Stacking and Bi Parting (OX-XO)**



**4 Panel Pocketing and Bi Parting (PXX-XXP)**



**2 Panel Pocketing and Bi Parting (PX-XP)**



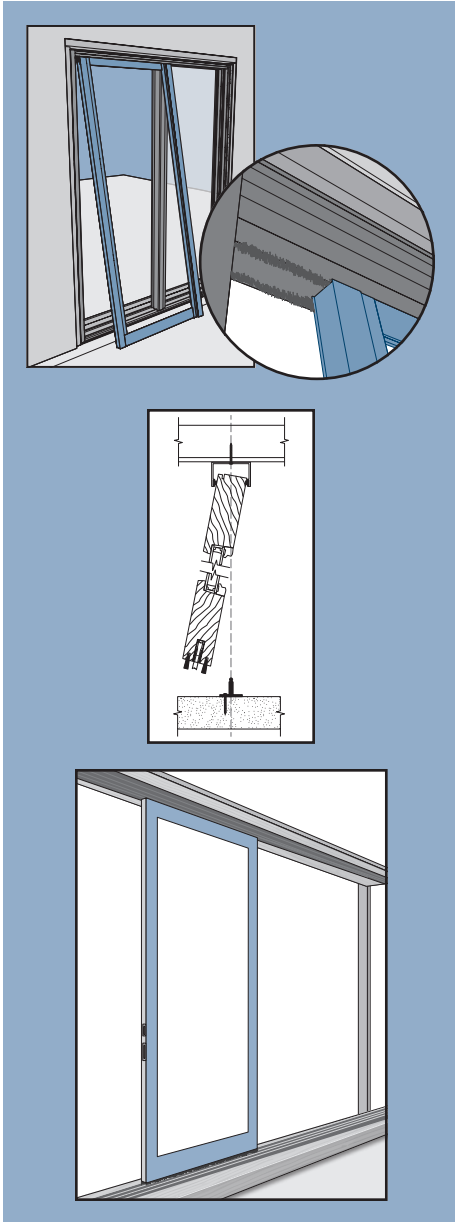
**7**

**INSTALL PANELS - CONTINUED**

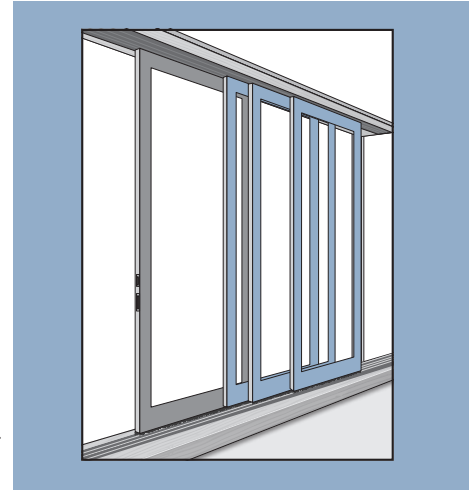
**WARNING!** To avoid injury, use at least two people to install.

**NOTE:** The following steps are for all system types (Stacking, Stacking Bi-Parting, Pocketing (Single), and Pocketing Bi-Parting (Double)).

1. From the exterior, position the first panel in front of the door frame. This should be the operating panel, easily identified by the flush handle set (**NOTE:** For Bi-Parting systems this step includes two panels – both panels with handle sets. By default the handle set with the thumb turn will be on the left as viewed from the exterior). Ensure the aluminum interlock(s) is orientated to the exterior.
2. Place the top of the first panel into the interior most head track. Raise the panel and swing the bottom of the panel inward over the floor track. Lower the panel on to the floor track and ensure the wheels are centered on the ridge cap.



3. Locate the next panel based upon the configuration of the unit. Position this panel in front of the door frame and align with the previously installed panel so that when installed the panels overlap each other by approximately 50%. This is needed for the interlocks to engage.



4. Place the top of the panel into the non-occupied track exterior to the previously installed panel. Raise the panel and swing the bottom of the panel inward over the floor track. Lower the panel on to the floor track and ensure the wheels are centered on the ridge cap.
5. Repeat steps until all remaining panels are installed.
6. Operate and align all panels. Check for operation, interlock engagement and fit within door frame.
7. **IMPORTANT!** Prior to securing all panels, ensure to finish applying all need fasteners in sill track. Sealant should be added to each hole prior to inserting the screws with an additional layer of sealant applied atop of the screw head once fully seated. **NOTE:** Screws applied to temporarily hold the track in place will need to be backed out, sealant applied to the holes, screws resealed and then sealant applied over the screw heads.

**7**

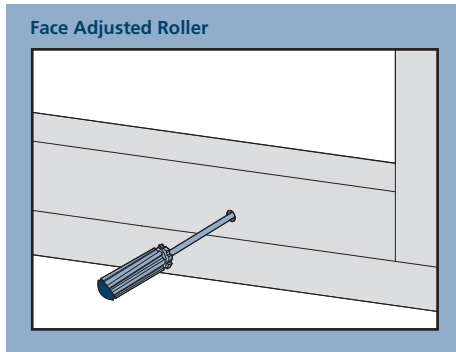
**INSTALL PANELS - CONTINUED**

**ADJUSTMENTS AND SECURING**

Once panels have been installed and the floor tracks secured the panels will need to be adjusted and secured. This will involve the vertical adjustment, lock alignment and engagement of the panel to stationary jamb leg or post closer. Type of system will dictate the steps needed to do such. Refer to the section below that related to the system you have installed.

**Stacking System (1 Lock Jamb and 1 Stationary Jamb)**

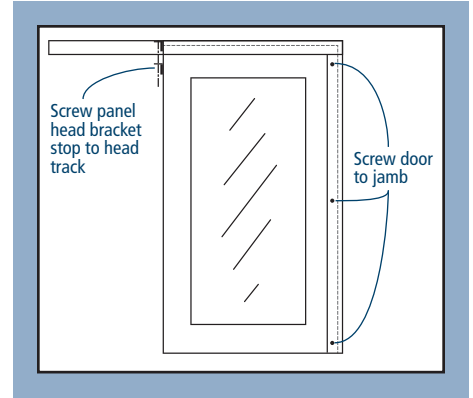
1. Adjust wheels as needed for smooth operation and even reveal between panels.
2. Ensure weatherstripping makes adequate contact with finished flooring (or 3/8" (FT037) floor track if applicable). No daylight should be visible.
3. Throw latch from lock body and orientate where latch aligns with cut out in the side jamb. Make temporary mark with pencil on jamb leg.
4. Align and center strike plate. Drill holes for fasteners. Secure strike plate with #8 x 3" screws to jamb.
5. Shut and lock lead door.
6. From the exterior, push all door panels towards the stationary jamb leg.
7. With pressure applied to the exterior most panel, position the metal head stop up into the exterior most head track. Secure the head stop to the track and door panel with four #8 x 1-1/4" screws.



8. Form the interior pre-drill and fasten three #8 x 1" screws through the stationary jamb into the panel.
9. Door is now installed, adjusted and secured.

**Stacking Bi-Parting (2 Stationary Jamb)**

1. Adjust wheels as needed for smooth operation and even reveal between panels YET ensure weatherstripping makes contact with floor.
2. Ensure weatherstripping makes adequate contact with finished flooring (or 3/8" (FT037) floor track if applicable). No daylight should be visible.
3. Bring the two interior most panels together. Ensure the latch the active panel properly engages the strike plate on the inactive panel. Make adjustments as necessary. Pre-drill and install two #10 x 1-1/4" screws through remaining holes in strike plate.
4. Lock the two interior most panels together.
5. From the exterior, push door panels towards the nearest stationary jamb leg.
6. With pressure applied to the exterior most panel, position the metal head stop up into the exterior most head track. Secure the head stop to the track and door panel with four #8 x 1-1/4" screws. Repeat step at opposite side of door unit.
7. From the interior pre-drill and fasten three #8 x 1" screws through the stationary jamb into the panel. Repeat step at opposite side of door system.
8. Door is now installed, adjusted and secured.



**8**

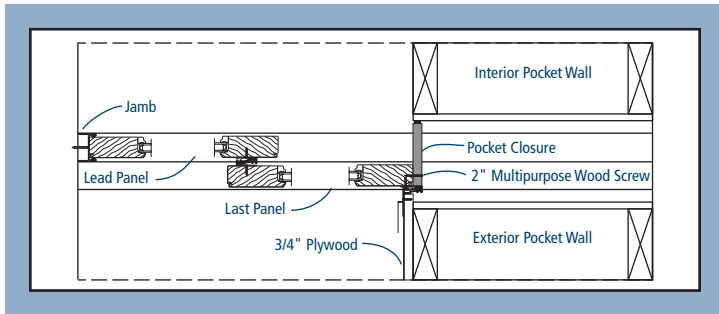
**INSTALLATION OF POCKETING SYSTEMS ONLY**

**POCKET CLOSURE INSTALLATION**

If you are installing a "pocketing door system (i.e. PXXX) there are additional components that must be added to finish out and/or secure the trailing (exterior most) panel.

The Pocket Closure is a 3/4" piece of wood that serves to close off the edge of the pocket. This piece is attached to the edge of the door nearest the pocket.

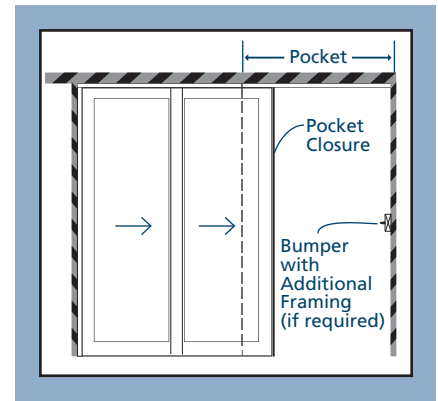
1. Position the trailing panel away from the edge of the pocket.
2. Align the Pocket Closure with the top and bottom edge of the metal interlock protruding past the edge of the panel
3. Secure the Pocket Closure to the edge of the door with #8 by 2" screws.
4. Fully close doors, arrange panels for proper engagement, evaluate locking.



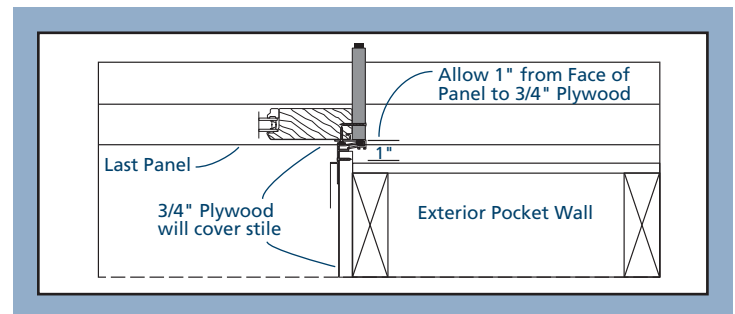
**DOOR STOP BUMPER INSTALLATION (POCKETING SYSTEMS ONLY)**

The bumper is installed in the middle of the pocket. Slide all the panels into their fully open position. Make a mark on the inside framing where the back side of the pocket closure ends. Secure the rubber door stop bumper to the framing. You may need to add additional framing to acquire desired position.

1. Assuming exterior is finished and interior is not.
2. Directly behind exterior most pocketing panel mounted to stud.
3. Centered height.



**POST INTERLOCK INSTALLATION**



Slide doors to their fully closed position. Hold the post interlock in place on the installed 3/4" plywood with the weatherstrip just grazing the rear stile of the last panel. Make a pencil mark down the stile of the panel along the post interlock. Remove the post interlock, pull the last panel forward and align the last interlock inside of the pencil mark by 1/4" (the 1/4" allows for play in the opening). Secure the interlock to the clad using a #8 x 1" stainless steel screw. Slide panels back into pocket and permanently secure post interlock.

**9**

**COMPLETE INSTALLATION**

**AFTER INSTALLATION**

- Protect recently installed units from damage from plaster, paint, etc. by covering the unit with plastic.

- Remove labels or other materials adhered to glass within 30 days after installation.
- Clean tracks thoroughly to avoid damage to the rollers.

Please visit [jeld-wen.com](http://jeld-wen.com) for warranty and care and maintenance information.

Thank you for choosing

