



EGRESS DOOR INSTALLATION INSTRUCTIONS

Total Door® Pre-Installation Check List

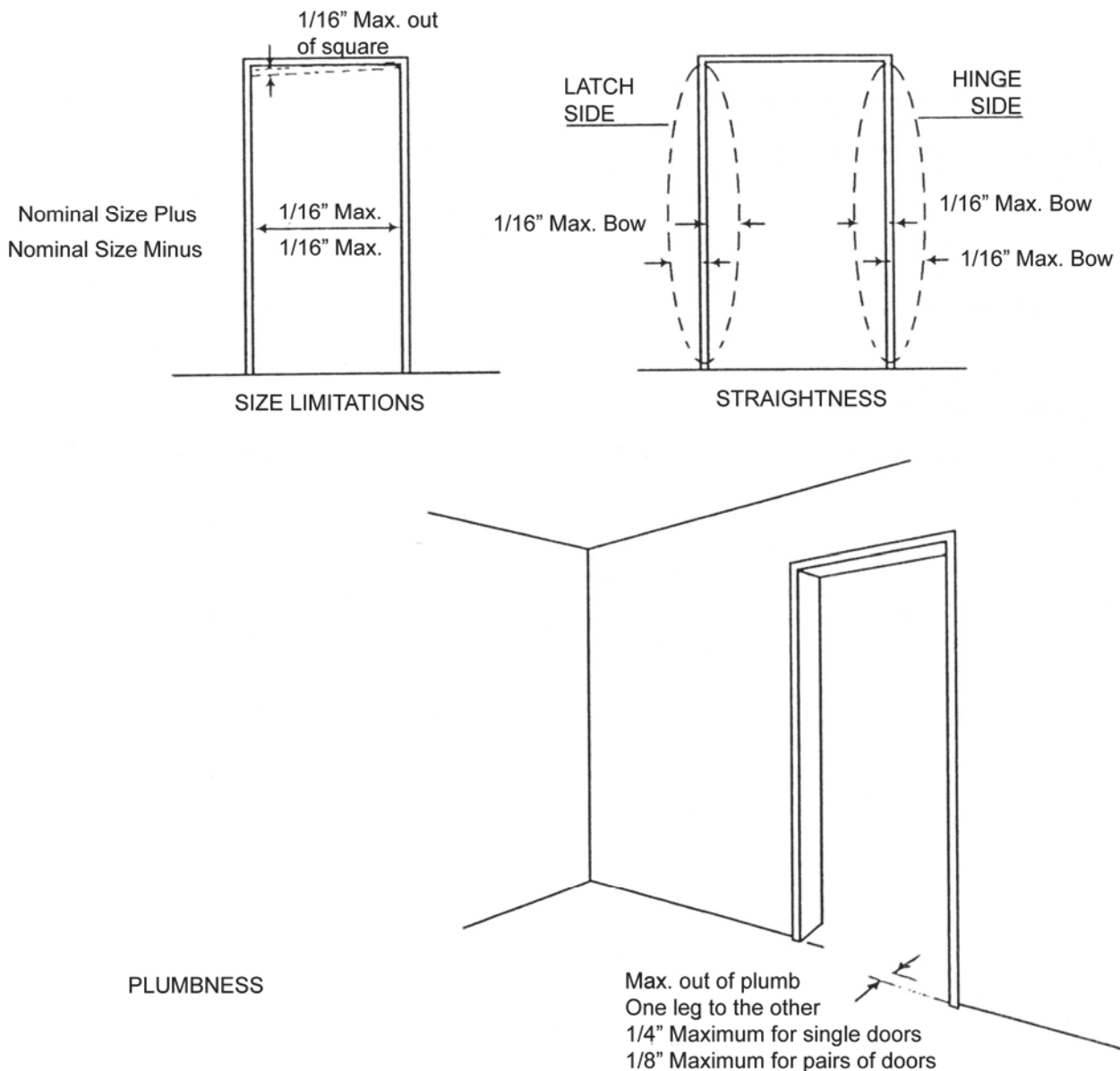
TOTAL DOOR® should never be installed in a frame that is not within stated tolerances.

A TOTAL DOOR® installed incorrectly or in a frame that is not within stated tolerances becomes the installer's responsibility. It is not covered by the Total Door® Performance Warranty.

Thus, it is especially important in both replacement/renovation projects and new construction that frames be checked for size, straightness, and plumbness.

Field adjustments, including re-setting the frame, should be complete prior to installation of TOTAL DOOR®.

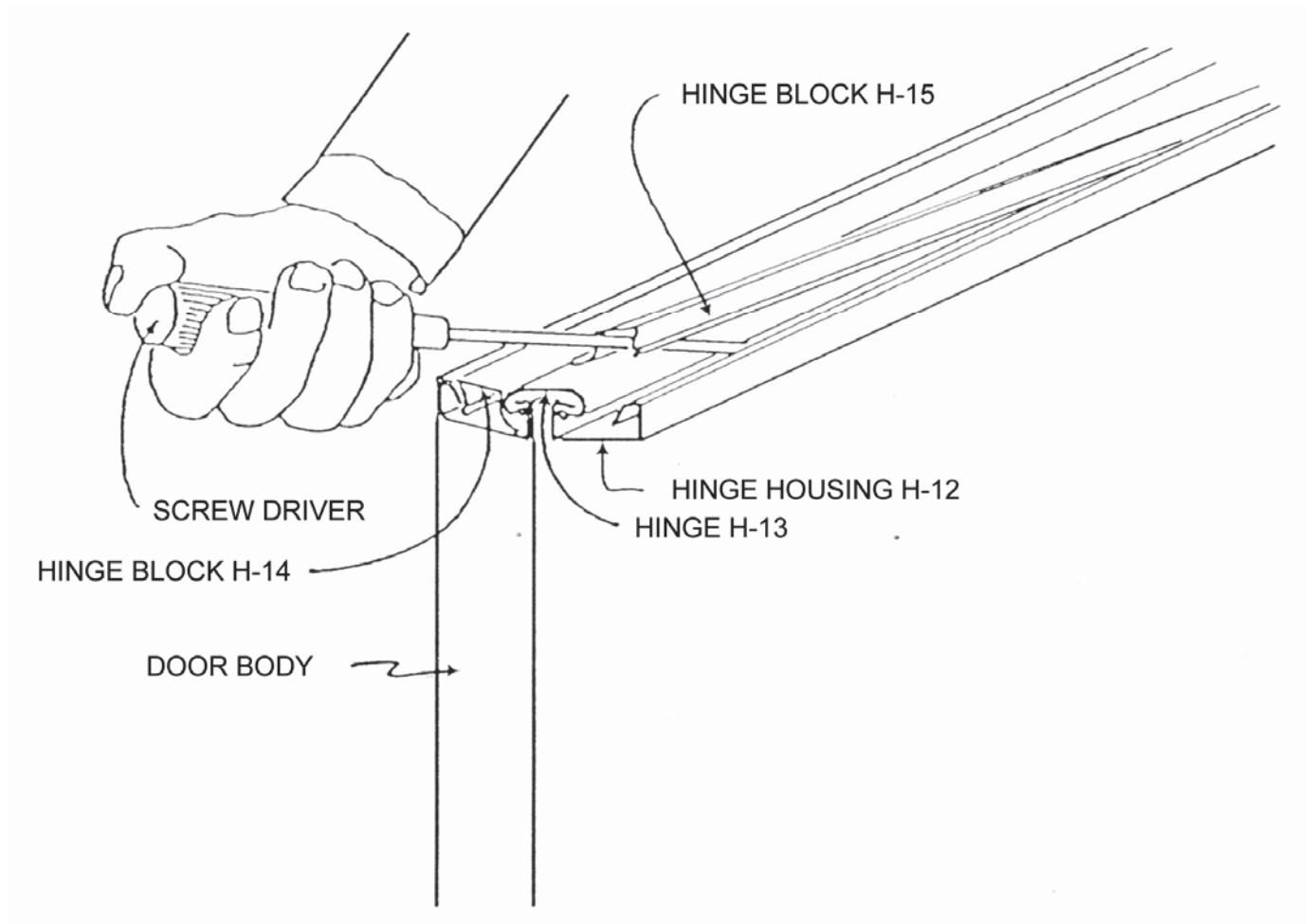
TOTAL DOOR® Dimensional Tolerances: (Note: These tolerances should never be exceeded)



Total Door® Installation Instructions

HINGE SIDE

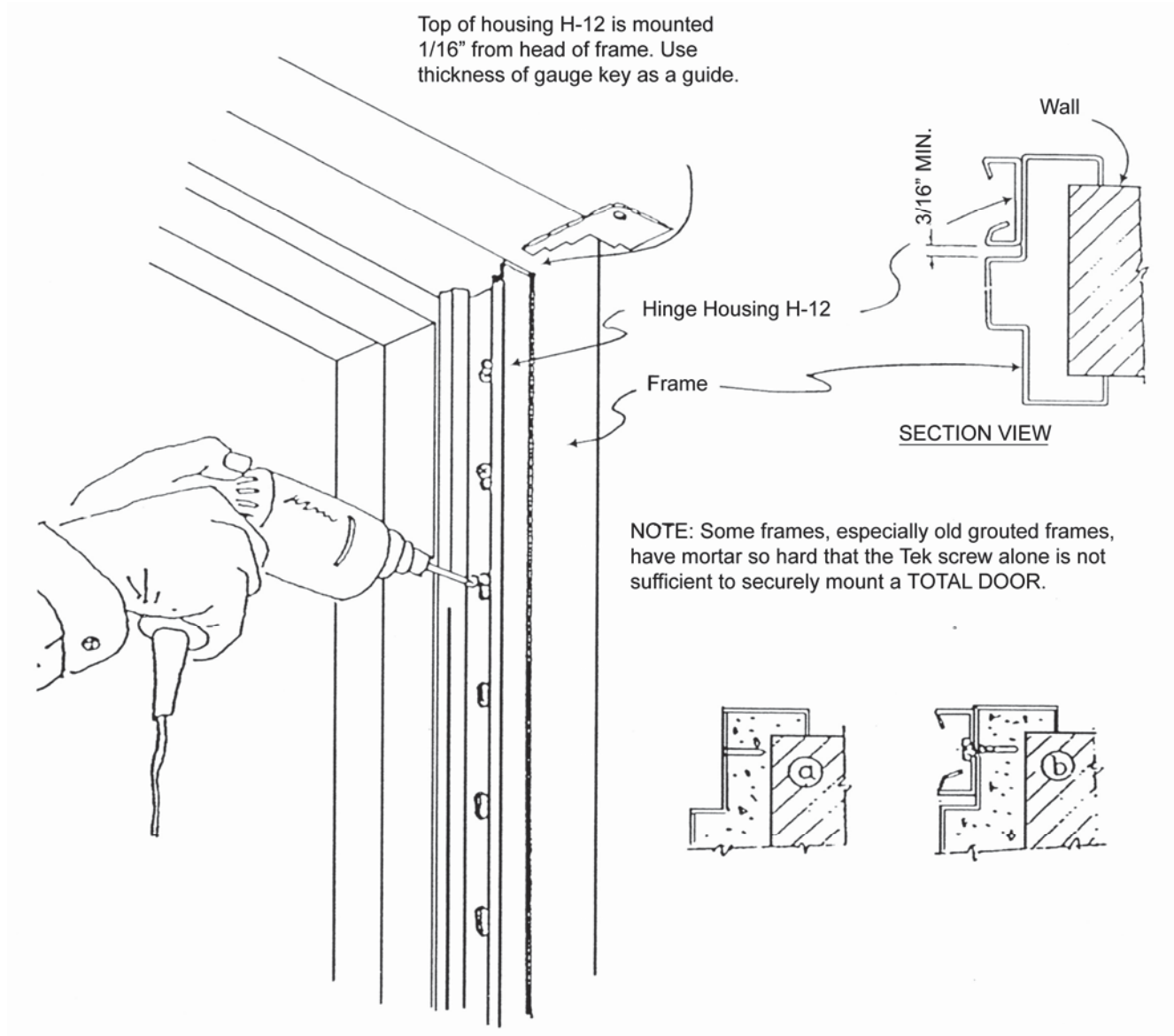
1. Pry out hinge block, H-15.
2. Hinge housing H-12 may now be removed.
3. Make certain hinge block H-14 and hinge H-13 remain securely seated in door stile.



NOTE:

Use screwdriver only to begin removal of hinge block H-15. Use prying action of fingers along full length "ROLL" out the H-15. Do not strip out or rip out the H-15, as this will deform the member.

4. Place hinge housing H-12, flat against jamb and $\frac{1}{16}$ " from frame head, with notch on the pull side. Allow $\frac{3}{16}$ " clearance between H-12 and rabbet (In a cased opening, H-12 may be flush to $\frac{1}{16}$ " from edge of jamb on pull side). Use installation key, which is provided, to insure proper tolerances.
5. Hold hinge housing H-12, in position and install 3 Tek screws, one at the top ROUND hole, one in the middle slot, and one at the bottom slot. The Tek screws, which are installed in the middle and bottom slots, should be at the bottom portion of those slots.



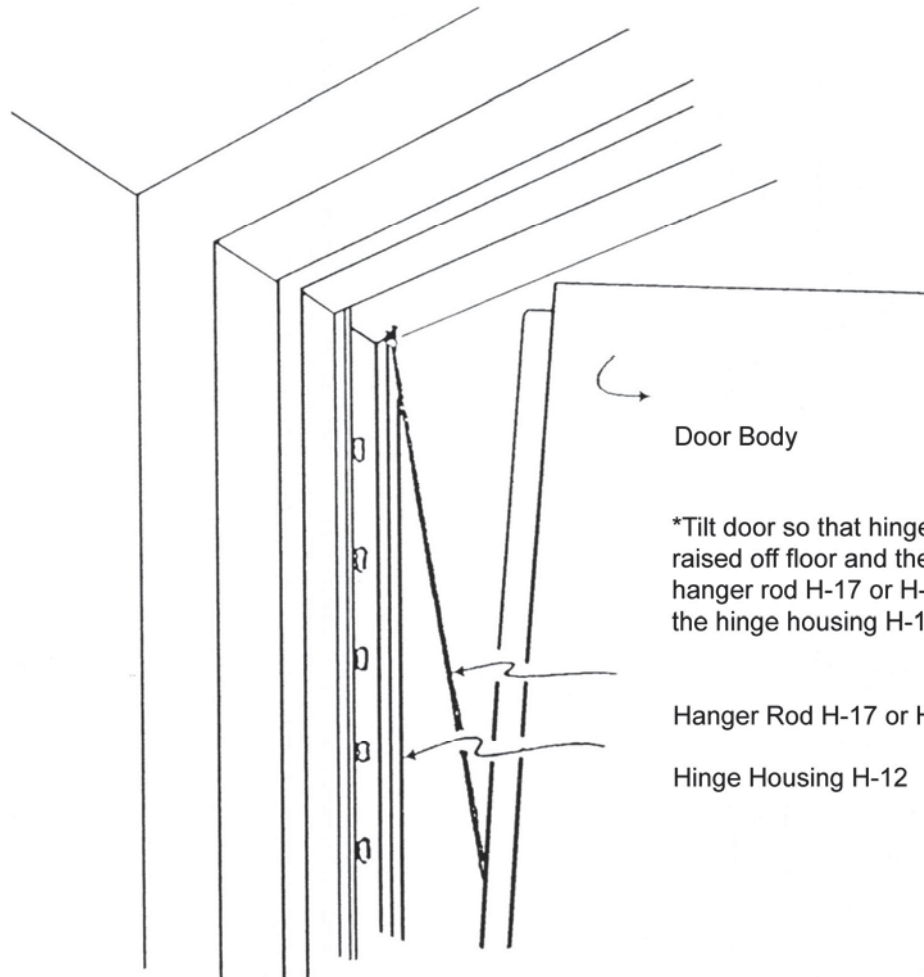
We have found the following procedure for installation to be fast, secure, and economical.

- a) Use a $\frac{1}{8}$ " masonry drill bit to drill holes $\frac{3}{4}$ " deep.
- b) Install the #10 Tek 3 screws supplied with the door.

6. Stand door up. Place it at approximately 30° angle to the door jamb at the hinge housing H-12.
7. Tilt hinge side of door upwards* to facilitate seating the top hook of the hanger rod in the rectangular slot in the top of the hinge housing H-12.
8. Insert lower hook of stainless steel hanger rod in the rectangular notch on the pull side of the door stile about 24" from the top of the door. The door is now suspended from the frame by the hanger rod.

*When tilting the door, the space between the top of the door and the jamb, **SHOULD NOT** exceed 6".

This can cause hanger rod failure.



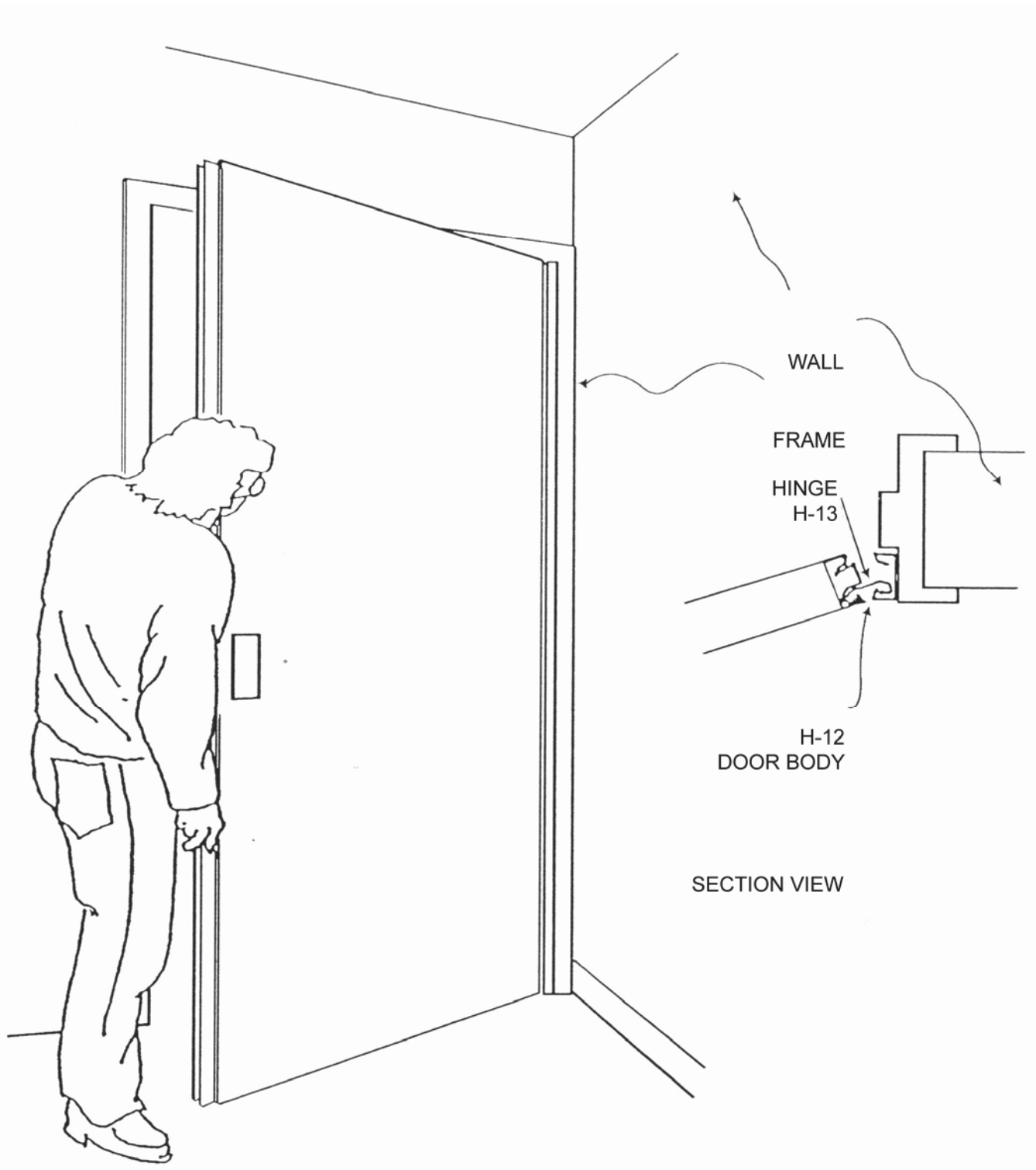
*Tilt door so that hinge side is raised off floor and then hook hanger rod H-17 or H-30 onto the hinge housing H-12.

Hanger Rod H-17 or H-30

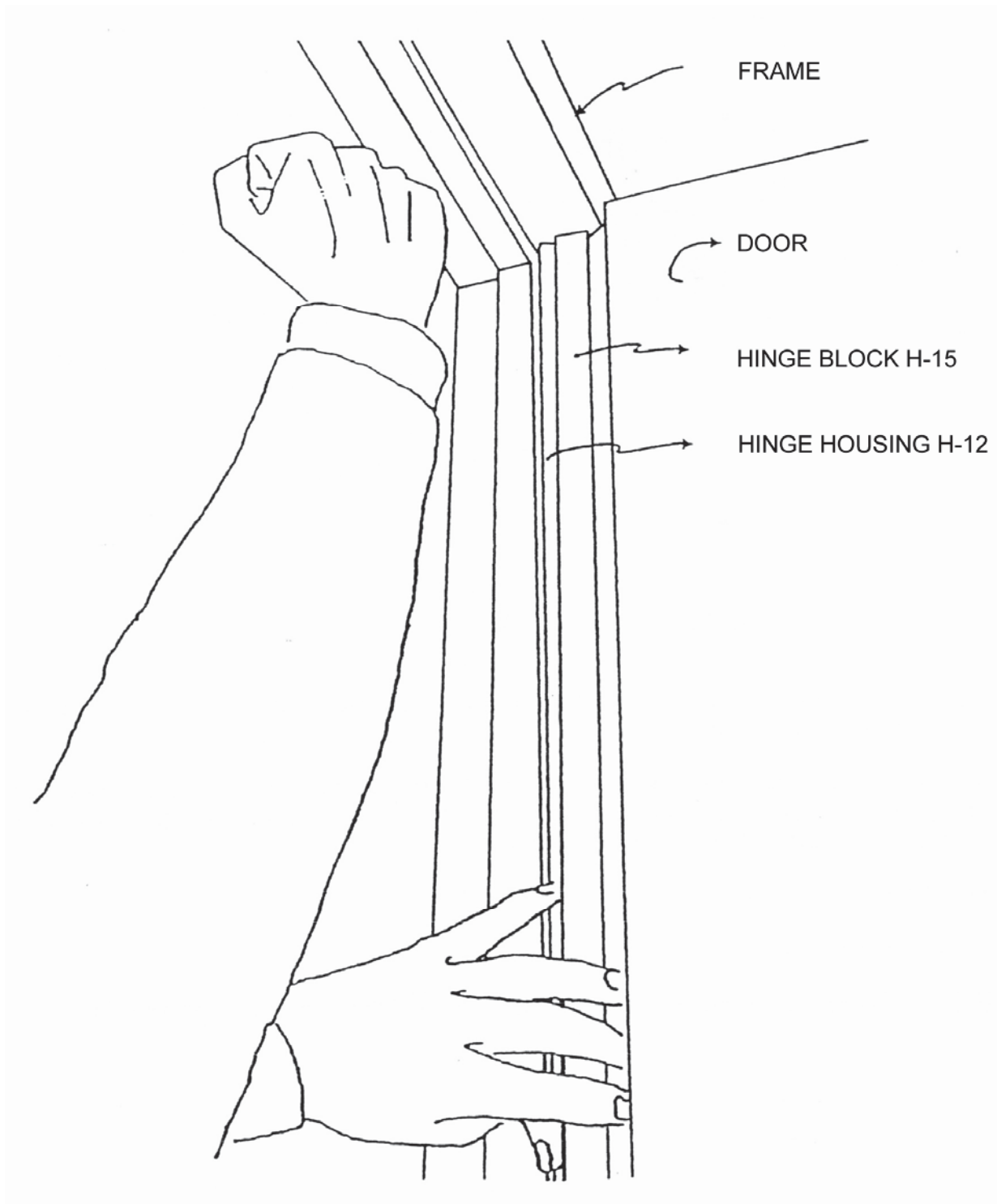
Hinge Housing H-12

Note: See Technical Data Sheet #40B
For installation of H-50

9. Lift the latch side of the door so that the hinge side is vertical and parallel to the hinge housing H-12.
10. Move the door towards the hinge housing H-12 mounted on the jamb and engage the bulb of the hinge H-13 inside the near lip of the hinge housing H-12.



11. Assure the bulb of the hinge H-13 remains securely seated inside the lip of the hinge housing H-12 by opening the door to its maximum open position. Use the short sections of hinge block material supplied with your parts and snap them into place. This secures the door in the frame while allowing the door to be adjusted either up or down. If there is an adjustment to be made to allow the door to fit in the opening, remove the top screw from the round hole and loosen the middle and bottom screws. Slide the hinge housing as required and re-secure the top screw in the new hole. Tighten middle and bottom screws. Once the door is in the proper location in the opening, install the remaining 12 Tek screws in the remaining slots for a total of 15. Take out the short sections of hinge block material used for adjusting and snap the hinge block H-15 into place along the full length of the door— starting at the top without deforming the hinge block (if more than hand force is required, use only a rubber mallet, do not use a hammer or other hard object). The door is now installed.





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January 21, 1993

McKeon Rolling Steel Door Co., Inc.
95 29th Street
Brooklyn, NY 11232

Attn: Jim McKeon, President

Subject: Factory Mutual Research Corp. (FMRC) Approval
Model FSFD Rolling Steel Fire Door

Dear Jim:

This letter is being written at your request and will summarize our recent telephone conversation.

FMRC is an internationally recognized testing, certification and quality control agency. We test and Approve a variety of products used for property conservation. Among the many items we test, Approve and list are rolling steel fire doors.

Your firm has recently obtained our recognition for your model FSFD rolling steel fire door and F-series motor operator. The doors are rated up to and including 4 hours for openings up to 144 sq. ft. Approval is denoted by a serialized label located on the bottom bar. Doors for openings greater than 144 sq. ft. are also available and are termed oversize doors.

Not only has your product met our Approval criteria (FMRC report 0V8A7.AC) but it has also exceeded our requirements in many cases. It is rated up to 4 hours compared to most rolling steel fire doors that are rated only to 3 hours. Your product has also significantly exceeded our performance test criteria of a 7500 cycle Durability Test and 25 repetitions of our Drop Test by completing 50,000 cycles of our Durability Test and 525 repetitions of our Drop Test.

While all Approved manufacturers have met our criteria and we do not rate our rolling steel fire doors as good, better and best, your product has greatly simplified the installation, test and reset process by providing a fail-safe electric hold open brake instead of the conventional tensioned counterbalanced spring.

Finally, since your Approval is fairly recent, it did not make our publishing deadline for our 1993 Approval Guide. It will appear in our 1st supplement to be issued this spring.

Very truly yours,

Jeffrey E. Gould, Project Engineer