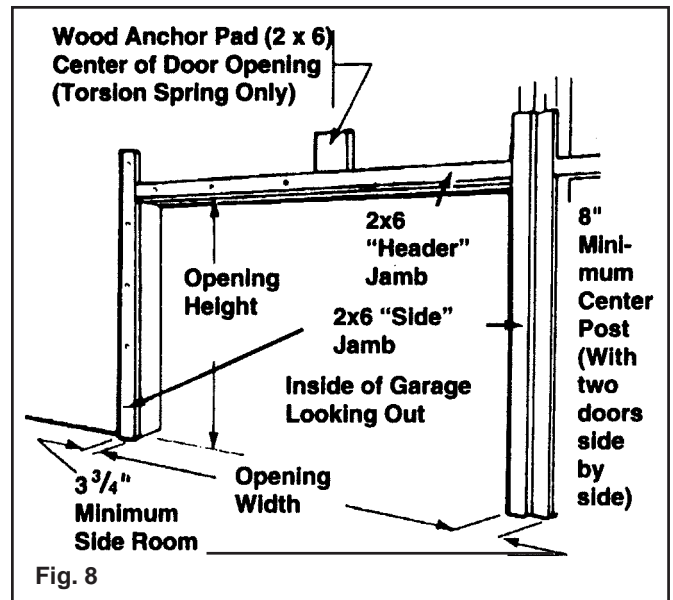


Preparing the Opening

Step 1: On the inside of the garage your opening should be framed with wood jambs, 2" x 6" if possible, as shown in Figure 8. The side jambs should extend to approximately the same height as the headroom required. If you have just removed an old door, the jambs should be inspected for the condition of the wood. If the wood is rotten, it should be replaced now. The jambs should be plumb and the header level. If there are any bolts fastening the jambs to the wall, the heads should be flush so they don't interfere with the installation of your new door. (FIG. 8)

NOTE: Rough opening = Door size



For Torsion Springs Only



WARNING

If your door has a torsion assembly, **you must make sure that the wood anchor pad (see Fig. 8) is firmly attached to the garage wall.** Failure to securely attach the anchor pad could allow the springs to violently pull away from the garage wall, and could result in severe injury and/or property damage. **Under no circumstances should the anchor pad be attached with nails.**

Refer to Figure 8 for the configuration of 2" x 6" wood jambs. Wood anchor pad should run from header jamb to ceiling to a maximum length of 18".

IMPORTANT: The wood anchor pad must be made of a Grade 2 or better Southern Yellow Pine (also known as Southern Pine or Yellow Pine). The Southern Yellow Pine must be free of splits and cracks. **Do not use wood labelled as spruce-pine-fir (or SPF).**

The wood anchor pad must be installed into the frame of the garage with at least four 3/8" x 4" long lag screws (one at each corner). The four lag screws must be installed no closer than 1 1/2" from the sides and the ends of the 2 x 6. These lag screws must fasten into the wood frame of the garage, not the drywall or sheet rock. Wood anchor pad and 3/8" x 4" lag screws are not supplied.

NOTE: The wood anchor pad can be off-center to the width of the opening by up to 10" in either direction.

Step 2: Door stop molding should be temporarily nailed to the edges of the jambs flush with the inside. (FIG. 9)

Stop molding featuring a built in weather seal is offered as an option.

