Models 9100 / 9405 / 9605

Torsion

Residential and Light Commercial
Front Mount Low Headroom
Outside Hookup

Installation Instructions and Owner’s Manual

Definition of Light Commercial:
1. Door Heights less than or equal to 8’0” (≤ 8’0”) are considered Residential Applications.
2. Door Heights greater than 8’0” (> 8’0”) are considered Light Commercial Applications.

Please do not return this product to the store
If you need assistance, please call 1-866-569-3799 (press Option 1) and follow the prompts to contact a customer service representative. They will be happy to handle any questions that you may have.

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Important Notices!
To avoid possible injury, read and fully understand the enclosed instructions carefully before installing and operating the garage door. Pay close attention to all warnings and notes. After installation is complete, fasten this manual near garage door for easy reference.

This Installation document is available at no charge from:
- Your local Wayne Dalton Sales Center, or
- Online at www.Wayne-Dalton.com, or
- By mailing to: Wayne Dalton, a division of Overhead Door Corporation, P.O. Box 67, Mt. Hope, OH., 44660

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Part Number 361189

REV2_02/20/2018
Pre-Installation

Important Safety Instructions

DEFINITION OF KEY WORDS USED IN THIS MANUAL:

**WARNING**
Indicates a potentially hazardous situation which, if not avoided, could result in severe or fatal injury.

**CAUTION**
Property damage or injury can result from failure to follow instructions.

**NOTE:**
Information assuring proper installation of the door.

IMPORTANT: REQUIRED STEP FOR SAFE AND PROPER DOOR OPERATION.

**NOTE:**
Read these instructions carefully before attempting installation. If in question about any of the procedures, do not perform the work. Instead, have a trained door systems technician do the installation or repairs.

1. Read and follow all installation instructions.
2. Wear protective gloves during installation to avoid possible cuts from sharp metal edges.
3. It is always recommended to wear eye protection when using tools, otherwise eye injury could result.
4. Avoid installing your new door on windy days. Door could fall during the installation causing severe or fatal injury.
5. Doors 12'-0" wide and over should be installed by two persons, to avoid possible injury.
6. Operate door only when it is properly adjusted and free from obstructions.
7. If a door becomes hard to operate, inept or is damaged, immediately have necessary adjustments and/or repairs made by a trained door system technician using proper tools and instructions.
8. Do not stand or walk under a moving door, or permit anybody to stand or walk under an electrically operated door.
9. Do not place fingers or hands into open section joints when closing a door. Use lift handles/gripping points when operating door manually.
10. Do not permit children to operate garage door or door controls. Severe or fatal injury could result should the child become entrapped between the door and the floor.
11. Due to constant extreme spring tension, do not attempt any adjustment, repair or alteration to any part of the door, especially to springs, spring brackets, bottom corner brackets, fasteners, counterbalance lift cables or supports. To avoid possible severe or fatal injury, have any such work performed by a trained door systems technician using proper tools and instructions.
12. On electrically operated doors, pull down ropes must be removed and locks must be removed or made inoperative in the open (unlocked) position.
13. Top section of door may need to be reinforced when attaching an electric opener. Check door and/or opener manufacturer’s instructions.
14. Visually inspect door and hardware monthly for worn and broken parts. Check to ensure door operates freely.
15. Test electric opener’s safety features monthly, following opener manufacturer’s instructions.
16. Never hang tools, bicycles, hoses, clothing or anything else from horizontal tracks. Track systems are not intended or designed to support extra weight.
17. This door may not meet the building code wind load requirements in your area. For your safety, you will need to check with your local building official for wind load code requirements and building permit information.
18. For windloaded doors, the wind performance is achieved via the entire door system and component substitution is not authorized without express permission by Wayne Dalton.

**NOTE:** It is recommended that 5/16” lag screws are pilot drilled using a 3/16” drill bit, prior to fastening.

**CAUTION**
If any part of the door is to be installed onto preservative-treated wood, PTFE-coated or stainless steel fasteners must be obtained and used. Replacement fasteners must be of at least equal strength and size as original fasteners. If the original fastener was red-head, the replacement fastener must be red-head also. Contact Wayne Dalton for fastener strength values if needed.

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**WARNING**
Impact guns are not recommended. When installing 5/16” lag screws using an electric drill driver, the drill/ drivers’ clutch must be set to deliver no more than 200 in-lbs of torque. Fastener failure could occur at higher settings.

**CAUTION**
Moving door

**WARNING**
Could result in death or serious injury

**NOTE:** Right and left hand is determined inside the building looking out.

**WARNING**
High tension spring

**NOTE:** Keep people clear of opening while door is moving.

**CAUTION**
Do NOT allow children to play with the Door Opener.

**WARNING**
Could result in death or serious injury

**NOTE:** Do NOT try to remove, install, repair or adjust springs or anything to which door spring parts are fastened, such as, wood blocks, steel brackets, cables or other like items. Installations, repairs and adjustments must be done by a trained door system technician using proper tools and instructions.

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**WARNING**
A powerful spring releasing its energy suddenly can cause severe or fatal injury. To avoid injury, have a trained door systems technician, using proper tools and instructions, release the spring tension.

To avoid possible injury and to insure proper installation, it’s highly recommended that you read and fully understand the complete instructions on removing an existing Door & Preparing the Opening. These are available for download at www.Wayne-Dalton.com or at your local Wayne Dalton Sales Center.

**IMPORTANT:** If you just removed your existing door or you are installing a new door, complete all steps in preparing the opening.

To ensure secure mounting of track brackets, side or center brackets, or steel angles to new or retrofit construction, it is recommended to follow the procedures outlined in DASMA technical data sheets #156, #161 and #164 at www.dasma.com.

The inside perimeter of your garage door opening should be framed with wood jamb and header material. The jams and header must be securely fastened to sound framing members. It is recommended that 2” x 6” lumber be used. The jams must be plumb and the header level. The jams should extend a minimum of 12” (305 mm) above the top of the opening for TorqueMaster® counterbalance systems. For low headroom applications, the jams should extend to the ceiling height. Minimum side clearance required, from the opening to the wall, is 3-1/2” (89 mm).

**IMPORTANT:** Closely inspect jams, header and mounting surface. Any wood found not to be sound, must be replaced.

For TorqueMaster® counterbalance systems, a suitable mounting surface (2” x 6”) must be firmly attached to the wall, above the header at the center of the opening.

**NOTE:** Drill a 3/16” pilot hole in the mounting surface to avoid splitting the lumber. Do not attach the mounting surface with nails.

**WEATHERSTRIPS (MAY NOT BE INCLUDED):**
Depending on the size of your door, you may have to cut or trim the weatherstrip(s) if necessary) to properly fit into the header and jams.

**NOTE:** If nailing product at 40°F or below, pre-drilling is required.

**NOTE:** Do not permanently attach weatherstrips to the header and jams at this time.

**FOR QUICK INSTALL TRACK:** For the header, align the weatherstrip with the inside edge of the header and temporarily secure it to the header with equally spaced nails. Starting at either side of the jam, fit the weatherstrip up tight against the temporarily attached...
weatherstrip in the header and flush with the inside edge of the jamb. Temporarily secure the weatherstrip with equally spaced nails. Repeat for other side. This will keep the bottom section from falling out of the opening during installation. Equally space nails approximately 12" to 18" apart.

FOR FULLY ADJUSTABLE TRACK: For the header, align the weatherstrip 1/8" to 1/4" inside the header edge, and temporarily secure it to the header with equally spaced nails. Starting at either side of the jamb, fit the weatherstrip up tight against the temporarily attached weatherstrip in the header and 1/8" to 1/4" inside the jamb edge. Temporarily secure the weatherstrip with equally spaced nails. Repeat for other side. This will keep the bottom section from falling out of the opening during installation. Equally space nails approximately 12" to 18" apart.

HEADROOM REQUIREMENT: Headroom is defined as the space needed above the top of the door for tracks, springs, etc. to allow the door to open properly. If the door is to be motor operated, 2-1/2" (64 mm) of additional headroom is required.

NOTE: 6" low headroom conversion kit is available for 12" radius only. Contact your local Wayne Dalton dealer.

BACKROOM REQUIREMENT: Backroom is defined as the distance needed from the opening back into the garage to allow the door to open fully.

*NOTE: For door heights from 10'1" to 14'0", refer to your operator manufacture installation instructions for appropriate depth into room.

**BACKROOM REQUIREMENTS**

<table>
<thead>
<tr>
<th>Door Height</th>
<th>Track</th>
<th>Manual Lift</th>
<th>Motor Operated</th>
</tr>
</thead>
<tbody>
<tr>
<td>6'0&quot; to 7'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>102&quot; (2591 mm)</td>
<td>125&quot; (3175 mm)</td>
</tr>
<tr>
<td>7'1&quot; to 8'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>114&quot; (2896 mm)</td>
<td>137&quot; (3480 mm)</td>
</tr>
<tr>
<td>8'1&quot; to 9'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>126&quot; (3200 mm)</td>
<td>168&quot; (4267 mm)</td>
</tr>
<tr>
<td>9'1&quot; to 10'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>138&quot; (3505 mm)</td>
<td>168&quot; (4267 mm)</td>
</tr>
<tr>
<td>10'1&quot; to 12'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>162&quot; (4115 mm)</td>
<td>See &quot;NOTE&quot;</td>
</tr>
<tr>
<td>12'1&quot; to 14'0&quot;</td>
<td>12&quot;, 15&quot; Radius</td>
<td>186&quot; (4724 mm)</td>
<td>See &quot;NOTE&quot;</td>
</tr>
</tbody>
</table>

**HEADROOM REQUIREMENTS**

<table>
<thead>
<tr>
<th>Track Type</th>
<th>Space Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>3&quot; LHR</td>
<td>7&quot; (178 mm)</td>
</tr>
<tr>
<td>6&quot; LHR</td>
<td>8-1/2&quot; (216 mm)</td>
</tr>
</tbody>
</table>

**NOTE:** Depending on the door model, some parts listed will not be supplied if not required. Rear Back Hangs may not be included with your door.
Counterbalance lift cables

(2) 3/8"-16 Hex nuts

1/4"-20 Flanged hex nuts (as required)

(2) 5/16" Washers

1/4"-20 x 11/16" Self drilling screws (as required)

1/4"-20 x 9/16" Track bolts (as required)

1/4"-14 x 5/8" Self tapping screws (as required)

5/16" x 1-1/4" Clevis pin

1/4"-20 x 11/16" Self drilling screws (RED HEAD) (as required)

5/16" x 1-5/8" Hex head lag screws

(RED HEAD) (as required)

#12 x 1/2"

5/16" x 1-5/8" Hex head lag screws

(RED HEAD) (as required)

5/16" x 2-1/2" Hex head lag screws

(RED HEAD) (as required)

3/8"-16 x 1-1/2" Hex bolts

Cotter pin

Door Section Identification

Graduated end and center hinges are always pre-attached at the top of each section (except top section) and the graduated end hinges are stamped for identification, #1, #2, #3, #4, #5 and #6. The stamp identifies the stacking sequence of the section. The sequence is always determined by #1 being the bottom section to #5 or #6 being the highest intermediate section. If the stamp on the graduated end hinge is illegible, refer to the section side view illustration. The section side view illustration shows the graduated end hinge profile of all sections, and can also be used to identify each section.

The BOTTOM SECTION can be identified by #1 graduated end hinges, the factory attached bottom astragal, the factory attached bottom corner brackets, and by the bottom corner bracket warning labels on each end stile.

The LOCK SECTION can be identified by #2 graduated end hinges.

The INTERMEDIATE SECTION I can be identified by #3 graduated end hinges. The Intermediate I section will have a warning label attached to either the right or left hand end stile.

The INTERMEDIATE SECTION II can be identified by #4 graduated end hinges.

The INTERMEDIATE SECTION III can be identified by #5 graduated end hinges.

The INTERMEDIATE SECTION IV can be identified by #6 graduated end hinges.

The TOP SECTION can be identified with no pre-installed graduated end or center hinges.

Tools Required

- Power drill
- Ratchet wrench
- Phillips head screwdriver
- Vise clamps
- Sockets: 7/16", 1/2", 9/16", 5/8"
- Drill bits: 1/8", 3/16", 9/32", 7/16", 1/2"
- 3" Ratchet extension
- Pliers / Wire cutters
- Flat tip screwdriver
- Wrenches: 3/8", 7/16", 1/2", 9/16", 5/8"
- Leather gloves
- Pencil
Locking pliers
Safety glasses
Approved winding bars
Saw horses
Locking pliers
A. FLAG ANGLES (AS REQUIRED):
   A1. Quick Install (Q.I.) Flag Angles
   A2. Fully Adjustable (F.A.) Flag Angles

B. JAMB BRACKETS (AS REQUIRED):
   B1. Quick Install (Q.I.) Jamb Brackets
   B2. Fully Adjustable (F.A.) Jamb Brackets

C. TRACK ROLLERS (AS REQUIRED):
   C1. Short Stem Track Rollers
   C2. Long Stem Track Rollers

D. GRADUATED END HINGES:
   D1. Single Graduated End Hinges (S.E.H.), Anti-Pinch
   D2. Double Graduated End Hinges (D.E.H.), Anti-Pinch

E. STACKED SECTIONS:
   E1. Top Section
   E2. Intermediate(s) Section
   E3. Lock Section
   E4. Bottom Section

F. TOP FIXTURE ASSEMBLIES (AS REQUIRED):
   F1. Top Fixture Assemblies

G. STRUT(S) (AS REQUIRED):
   G1. Strut (U - shaped)
   G2. Strut (asymmetrical)

H. DRAWBAR OPERATOR BRACKET (FOR TROLLEY OPERATED DOORS):
   H1. Drawbar Operator Bracket

I. TRACKS (AS REQUIRED):
   I1. Left Hand and Right Hand Horizontal Track Assemblies
   I2. Left Hand and Right Hand Vertical Tracks
   I3. Left Hand and Right Hand Riveted Vertical Track Assemblies
   I4. Left Hand and Right Hand Angle Mount Vertical Track Assemblies

J. TORSION SPRING ASSEMBLY (AS REQUIRED):
   J1. Left Hand and Right Hand Torsion Springs (As Required)
   J2. Counterbalance Lift Cables
   J3. Left Hand End Bearing Brackets (As Required)
   J4. Right Hand End Bearing Brackets (As Required)
   J5. Left Hand Cable Drum
   J6. Right Hand Cable Drum
   J7. Center Bracket (As Required)
   J8. Center Bracket Bushing (As Required)
   J9. Center Bearing Bracket (As Required)
   J10. Torsion Shaft / Torsion Keyed Shaft (As Required)
   J11. Torsion Keyed Shafts (As Required)
   J12. Keys (As Required)
   J13. Center Coupler Assembly (As Required)
   J14. Set Collars (As Required)

K. REAR BACK HANGS:
   K1. Left Hand and Right Hand Rear Back Hang Assemblies

L. BOTTOM CORNER BRACKETS:
   L1. Left Hand and Right Hand Bottom Corner Brackets

NOTE: The illustrations shown on this page are general representations of the door parts. Each specific door models may have unique variations.
INSTALLATION

Before installing your door, be certain that you have read and followed all of the instructions covered in the pre-installation section of this manual. Failure to do so may result in an improperly installed door.


IMPORTANT: If the door will be exposed to a significant amount of road salt, paint the bare galvanized bottom weather steel retainer to inhibit rusting.

### 1 Attaching Flag Angles and Jamb Brackets To Vertical Tracks

**NOTE:** If you have Riveted Track or Angle Mount Track, skip this step.

**FOR DOORS WITH QUICK INSTALL TRACK:** Place the lower Quick Install tab of the left hand flag angle in the Quick Install feature of the left hand vertical track. Give the flag angle 1/4 turn to lock in place. Measure the length of the vertical tracks. Using the jamb bracket schedule, determine the placement of the jamb brackets for your door height and track length. To install the jamb brackets, align the Quick Install tab on the Quick Install jamb bracket with the Quick Install feature in the vertical track and turn the bracket perpendicular to the track so the mounting flange is toward the back (flat) leg of the track. Repeat the same process for right hand side.

### Jamb Bracket Schedule

<table>
<thead>
<tr>
<th>Door Height</th>
<th>Vertical Track Length</th>
<th>1st Set</th>
<th>2nd Set</th>
<th>3rd Set</th>
</tr>
</thead>
<tbody>
<tr>
<td>6'0&quot;</td>
<td>57-3/4&quot;</td>
<td>B</td>
<td>T</td>
<td>N/A</td>
</tr>
<tr>
<td>6'5&quot;</td>
<td>62-3/4&quot;</td>
<td>B</td>
<td>T</td>
<td>N/A</td>
</tr>
<tr>
<td>6'8&quot; - 7'0&quot;</td>
<td>66&quot; - 69&quot; - 1/2&quot;</td>
<td>B</td>
<td>T</td>
<td>N/A</td>
</tr>
<tr>
<td>7'3&quot; - 8'3&quot;</td>
<td>72-1/4&quot; - 89&quot;</td>
<td>B</td>
<td>T</td>
<td>N/A</td>
</tr>
</tbody>
</table>

B= BOTTOM HOLE, M= MIDDLE HOLE, T= TOP HOLE

**FOR DOORS WITH FULLY ADJUSTABLE TRACK:** Hand tighten the left hand flag angle to the left hand vertical track using (2) 1/4" - 20 x 9/16" track bolts and (2) 1/4" - 20 flange hex nuts.

**NOTE:** The bottom jamb bracket is always the shortest bracket, while the center jamb bracket is the next tallest. If three jamb brackets per side are included with your door, you will have received a top jamb bracket, which is the tallest.

To attach the bottom jamb bracket, locate lower hole of the hole/ slot pattern of the 1st hole set on the vertical track. Align the slot in the jamb bracket with the lower hole of the hole/ slot pattern. Hand tighten jamb bracket using (1) 1/4" - 20 x 9/16" track bolt and (1) 1/4" - 20 flange hex nut.

Place the center jamb bracket over the lower hole of the hole/ slot pattern that is centered between the bottom jamb bracket and flag angle of the 2nd hole set. Hand tighten jamb bracket using (1) 1/4" - 20 x 9/16" track bolt and (1) 1/4" - 20 flange hex nut.

If a top jamb bracket was included, hand tighten it to vertical track using the lower hole of the hole/ slot pattern in the 3rd hole set and (1) 1/4" - 20 x 9/16" track bolt and (1) 1/4" - 20 flange hex nut.

**NOTE:** Loosely fasten components together. Repeat the same process for the right hand side.

### 2 Cable Drum Assemblies and Track Rollers

**NOTE:** Refer to door section identification, located in the pre-installation section of this manual or refer to Breakdown of Parts.

**WARNING**

Failure to ensure tight fit of cable loop over clevis pin could result in counterbalance lift cable coming off the pin, allowing the door to fall, possibly resulting in severe or fatal injury.

Uncoil the counterbalance lift cables. Locate the left hand bottom corner bracket. Place clevis pin into the inside tab of the bottom corner bracket and slide the cable loop of the counterbalance lift cable onto pin. Continue sliding clevis pin thru the outside tab of the bracket. Place a washer onto clevis pin and secure in place using a cotter pin.

Position the left hand bottom corner bracket onto the bottom section. Attach the bottom corner bracket to the bottom section with (3) 1/4" - 20 x 11/16" RED HEAD self drilling screws and (2) 1/4" - 20 x 11/16" self drilling screws, as shown. Repeat same process for the right hand side.

**IMPORTANT:** The 1/4" - 20 x 11/16" RED HEAD SELF DRILLING SCREWS MUST BE MUST BE INSTALLED THROUGH THE HOLES OF THE BOTTOM CORNER BRACKETS, AS SHOWN. Insert a short stem track roller into the bottom corner brackets and another into the #1 graduated end hinges at the top of the bottom section.

**NOTE:** Larger doors will use long stem track rollers with double graduated end hinges.

**NOTE:** Verify bottom weather seal is aligned with bottom section. If there is more than 1/2" excess weather seal on either side, trim weather seal even with bottom section.
3 Positioning Bottom Section

Center the bottom section in the door opening. Level the section using wooden shims (if necessary) under the bottom section. When the bottom section is leveled, temporarily hold it in place by driving a nail into the jamb and bending it over the edge of the bottom section on both sides.

4 Vertical Tracks

NOTE: Depending on your door, you may have Quick Install Flag Angles, Fully Adjustable Flag Angles, Riveted Vertical Track Assemblies or you may have Angle Mount Vertical Track Assemblies. Refer to Package Contents / Breakdown Of Parts, to determine which Flag Angles / Vertical Track Assemblies you have.

IMPORTANT: IF YOUR DOOR IS TO BE INSTALLED PRIOR TO A FINISHING CONSTRUCTION OF THE BUILDING’S FLOOR, THE VERTICAL TRACKS AND THE DOOR BOTTOM SECTION ASSEMBLY SHOULD BE INSTALLED SUCH THAT WHEN THE FLOOR IS CONSTRUCTED, NO DOOR OR TRACK PARTS ARE TRAPPED IN THE FLOOR CONSTRUCTION.

IMPORTANT: THE TOPS OF THE VERTICAL TRACKS MUST BE LEVEL FROM SIDE TO SIDE. IF THE BOTTOM SECTION WAS SHIMMED TO LEVEL IT, THE VERTICAL TRACK ON THE SHIMMED SIDE MUST BE RAISED THE HEIGHT OF THE SHIM.

Starting on the left hand side of the bottom section, remove the nail. Position the left hand vertical track assembly over the track rollers of the bottom section. Make sure the counterbalance lift cable is located between the track rollers and the door jamb.

NOTE: Drill 3/16” pilot holes into door jamb for the lag screws.

Loosely fasten jamb brackets and flag angle to the jamb using 5/16” x 1-5/8” lag screws. Tighten lag screws, securing the bottom jamb bracket to jamb, maintain 3/8” to 5/8” spacing as shown between the bottom section and vertical track. Hang counterbalance lift cable over flag angle. Repeat same process for other side.

FOR RIVETED VERTICAL TRACK ASSEMBLY: Loosely fasten jamb brackets and flag angle to the jamb using 5/16” x 1-5/8” lag screws. Tighten lag screws, securing the bottom jamb bracket to jamb, maintain 3/8” to 5/8” spacing as shown between the bottom section and vertical track. Hang counterbalance lift cable over flag angle. Repeat same process for other side.

FOR ANGLE MOUNT VERTICAL TRACK ASSEMBLY: Loosely fasten the slots in the wall angle to the jamb using 5/16” x 1-5/8” lag screws. Tighten lag screws, securing the bottom slot in the wall angle, maintain 3/8” to 5/8” spacing as shown between the bottom section and vertical track. Hang counterbalance lift cable over angle mount. Repeat same process for other side.

5 Attaching Top Fixtures To Top Section

NOTE: Depending on your door, you may have strut (U-shaped) or asymmetrical strut. Refer to Package Contents / Breakdown Of Parts, to determine which type of strut you have.

NOTE: The top fixtures come pre-assembled from the factory.

Place the strut (U-shaped) or the asymmetrical strut over the top rib of the top section, as shown.
Center the strut left to right on the section surface. Starting on the left hand side, locate the edge of the top section and seat the top fixture on the male part of the top section, as shown. Secure the top fixture assembly and the strut to the top section:

1. Attach one 1/4" - 14 x 5/8" self-tapping screw to the top fixture assembly.
2. Attach two 1/4" - 20 x 11/16" self-drilling screws to the top fixture assembly.
3. Attach two #12 x 1/2" phillips head screws on the opposite side of top fixture assembly.

Insert a roller into the top fixture slide, as shown. Repeat the same process for the other side.

**NOTE:** The top fixture slide will be tightened and adjusted later, in step, Adjusting Top Fixture.

**NOTE:** Ensure the top fixture slide is able to slide along the top fixture base. If needed, loosen the 1/4" - 20 flange hex nuts.

**IMPORTANT:** IF YOU'RE SECURING AN ASYMMETRICAL STRUT TO THE TOP SECTION, IT IS RECOMMENDED NOT TO INSTALL ANY FASTENERS INTO THE SHORT LEG OF THE ASYMMETRICAL STRUT.

### Attaching Drawbar Operator Bracket

**NOTE:** If you're installing a drawbar operator, the drawbar operator bracket must be mounted and secured prior to installing top section.

**IMPORTANT:** TO AVOID POSSIBLE DAMAGE TO YOUR DOOR, WAYNE DALTON RECOMMENDS REINFORCING THE TOP SECTION WITH A STRUT.

**IMPORTANT:** WHEN CONNECTING A DRAWBAR OPERATOR TYPE GARAGE DOOR OPENER TO THIS DOOR, A WAYNE DALTON OPERATOR/DRAWBAR OPERATOR BRACKET MUST BE SECURELY ATTACHED TO THE TOP SECTION OF THE DOOR, ALONG WITH ANY STRUT PROVIDED WITH THE DOOR. THE INSTALLATION OF THE DRAWBAR OPERATOR MUST BE ACCORDING TO MANUFACTURER’S INSTRUCTIONS AND FORCE SETTINGS MUST BE ADJUSTED PROPERLY.

Prior to installing the top section, locate the center of the top section and seat the drawbar operator bracket on top of the top section. For retro fit applications, the drawbar operator bracket must be aligned with an existing drawbar operator and positioned on top section so it bridges the transition point of the section thickness.

Install (2) #12 x 1/2" phillips head screws on the back side of drawbar operator bracket. Clamp drawbar operator bracket to strut (if supplied) with vice clamps. Attach (6) 1/4" - 14 x 5/8" self-tapping screws to the drawbar operator bracket. Remove vice clamps.

**NOTE:** If a strut was installed, you can use two of the 1/4" - 20 x 11/16" self-drilling screws previously used to attach the strut instead of two 1/4" - 14 x 5/8" self-tapping screws when attaching drawbar operator bracket to strut.

**NOTE:** When attaching drawbar operator bracket to top section with strut, apply additional pressure to thread into the strut.

### Stacking Sections

**NOTE:** The sections can be identified by the graduation of the factory installed graduated end hinges. The smallest graduated end hinge on section should be stacked on top of the bottom section, with each graduated end hinge increasing as the sections are stacked, see Door Section Identification / Breakdown of Parts.

**NOTE:** Make sure graduated end and center hinges are flipped down, when stacking another section on top.

**NOTE:** Larger doors will use long stem track rollers with double graduated end hinges.
Place track rollers into graduated end hinges of remaining sections. With assistance, lift second section and guide the track rollers into the vertical tracks. Lower section until it is seated against bottom section. Flip hinges up. Fasten center hinges first, then end hinges last using 1/4” - 14 x 5/8” self-tapping screws.

**NOTE:** To prevent center hinge leaf(s) from rotating, first secure the top middle hole of the center hinge leaf with one 1/4” - 14 x 5/8” self-tapping screw then secure the other two holes.

**NOTE:** Larger doors with double graduated end hinges, fasten both hinges to connect the sections using 1/4” - 14 x 5/8” self-tapping screws. Repeat same process for other sections, except top section.

**IMPORTANT:** PUSHER & HOLD THE HINGE LEAFS SECURELY AGAINST THE SECTIONS WHILE SECURING WITH 1/4” - 14 X 5/8” SELF-TAPPING SCREWS. THERE SHOULD BE NO GAP BETWEEN THE HINGE LEAF’S AND THE SECTIONS.

**NOTE:** Install lock at this time (sold separately). See optional installation step, Side Lock.

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**Vertical Track Assemblies**

**FOR ANGLE MOUNT TRACK:**

1. Place track rollers into graduated end hinges of remaining sections.
2. With assistance, lift second section and guide the track rollers into the vertical tracks. Lower section until it is seated against bottom section. Flip hinges up. Fasten center hinges first, then end hinges last using 1/4” - 14 x 5/8” self-tapping screws.
3. Repeat for other side.

**FOR FULLY ADJUSTABLE TRACK OR RIVETED TRACK:**

1. Place track rollers into graduated end hinges of remaining sections.
2. With assistance, lift second section and guide the track rollers into the vertical tracks. Lower section until it is seated against bottom section. Flip hinges up. Fasten center hinges first, then end hinges last using 1/4” - 14 x 5/8” self-tapping screws. Repeat for other side.

**FOR QUICK INSTALL TRACK:**

1. Place track rollers into graduated end hinges of remaining sections.
2. With assistance, lift second section and guide the track rollers into the vertical tracks. Lower section until it is seated against bottom section. Flip hinges up. Fasten center hinges first, then end hinges last using 1/4” - 14 x 5/8” self-tapping screws. Repeat for other side.

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**Horizontal Track Installation**

**ATTACHING HORIZONTAL TRACKS**

- **IF YOU HAVE QUICK INSTALL FLAG ANGLES:**
  1. To install horizontal track, place the curved end over the top track roller of the top section. Align key slot of the horizontal track with the Quick Install tab of the flag angle. Push curved portion of horizontal track down to lock in place. Level the horizontal track assembly and bolt the top rail of the horizontal track to the encountered slot in the flag angle using (1) 1/4” - 20 x 9/16” track bolt, (1) 1/4” - 20 flange hex nut and (1) 5/16” washer. Repeat for other side.

- **IF YOU HAVE FULLY ADJUSTABLE FLAG ANGLES OR RIVETED TRACK ASSEMBLIES:**
  1. To install horizontal track, place the top rail end over the top track roller of the top section. Align the bottom rail end of the horizontal track with the top of the vertical track. Tighten the bottom rail of the horizontal track to the flag angle with (2) 1/4” - 20 x 9/16” track bolts and (2) 1/4” - 20 flange hex nuts.

- **IF YOU HAVE ANGLE MOUNT VERTICAL TRACK ASSEMBLIES:**
  1. To install horizontal track, place the top rail end over the top track roller of the top section. Align the bottom rail end of the horizontal track with the top of the vertical track. Tighten the bottom rail of the horizontal track to the angle mount with (2) 1/4” - 20 x 9/16” track bolts and (2) 1/4” - 20 flange hex nuts.

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**Stacking Top Section**

Place the top section in the opening. Temporarily secure the top section by driving a nail in the header near the center of the door and bending it over the top section. Now, flip up the hinge leaves, hold tight against section, and fasten center hinges first and end hinges last (refer to step, Stacking Sections). Vertical track alignment is critical. Position flag angle or wall angle assembly, hold tight against section, and fasten center hinges first and end hinges last using 1/4” - 14 x 5/8” self-tapping screws. Repeat for other side.

**IMPORTANT:** THE DIMENSION BETWEEN THE FLAG ANGLES OR WALL ANGLES MUST BE DOOR WIDTH PLUS 3-3/8” (86MM) TO 3-1/2” (89 MM) FOR SMOOTH, SAFE DOOR OPERATION.

**NOTE:** Depending on your door, you may have Quick Install Flag Angles, Fully Adjustable Flag Angles, Riveted Vertical Track Assemblies or you may have Angle Mount Vertical Track Assemblies. Refer to Package Contents / Breakdown of Parts, to determine which Flag Angles / Vertical Track Assemblies you have.

**WARNING**

**DO NOT RAISE DOOR UNTIL HORIZONTAL TRACKS ARE SECURED AT REAR, AS OUTLINED IN STEP, REAR BACK HANGS, OR DOOR COULD FALL FROM OVERHEAD POSITION CAUSING SEVERE OR FATAL INJURY.**
Attaching Center Bracket to Wall

NOTE: Refer to Package Contents / Parts Breakdown, to determine if your door came with a center coupler assembly or if it utilizes 3-3/4" ID torsion springs. Mark a vertical pencil line on the mounting surface above the door, at the center. Align the edge of the center bracket with this vertical pencil line, and then mark the center bracket location.

NOTE: On some single spring doors, the spring can be longer than half the opening width. If your spring is longer, then the center bracket must be mounted off center for the spring to fit properly. Measure spring length adding room for spring growth during winding, to determine appropriate center bracket location.

ATTACHING CENTER BRACKET TO WALL

NOTE: If your door came with a center coupler assembly or if it utilizes 3-3/4" ID torsion springs, mark a vertical pencil line on the mounting surface of your door, at the center. Align the vertical pencil line with the center of the spring, and then mark the center bracket location.

NOTE: If needed, measure the diameter of your springs. If you have a one piece shaft with 3-3/4" diameter springs, they do not share center brackets and do not have a coupler assembly. First, locate the center of the door. Mark a vertical pencil line on the mounting surface above the door, at the center. Center the vertical pencil line with the center bracket location, and then mark the center of the center bracket. Use a 5/16" x 2-1/2" red head lag screw in place of the 5/16" x 1-5/8" lag screw, as shown.

NOTE: Prior to fastening center bracket(s) to the header, pilot drill using a 3/16" drill bit. If your door came with (4) springs, each of the outer springs mounting surface will need to be a minimum of 3" wide.

NOTE: Prior to fastening center bracket(s) to the header, pilot drill using a 3/16" drill bit. If your door came with (4) springs, each of the outer springs mounting surface will need to be a minimum of 3" wide.

NOTE: If your door came with a center coupler assembly or if it utilizes 3-3/4" ID torsion springs, mark a vertical pencil line on the mounting surface of your door, at the center. Align the vertical pencil line with the center of the spring, and then mark the center bracket location.

NOTE: If needed, measure the diameter of your springs. If you have a one piece shaft with 3-3/4" diameter springs, they do not share center brackets and do not have a coupler assembly. First, locate the center of the door. Mark a vertical pencil line on the mounting surface above the door, at the center. Center the vertical pencil line with the center bracket location, and then mark the center of the center bracket. Use a 5/16" x 2-1/2" red head lag screw in place of the 5/16" x 1-5/8" lag screw, as shown.

NOTE: If your door came with a center coupler assembly or if it utilizes 3-3/4" springs, the springs will not share a center bracket.

NOTE: If your door has (4) springs, split the distance between the center of the door and the end bracket on each side to locate the intermediate center brackets. Attachment bracket(s) to the mounting surface, using 5/16" RED HEAD lag screws, as shown.

NOTE: Prior to fastening end bearing brackets to the jamb, pilot drill using a 3/16" drill bit. Align the bottom edge of end bearing bracket with the top edge of the flag angle. Maintain this alignment, also align the right edge of the end bearing bracket with the right edge of the flag angle. Secure the end bearing bracket to the jamb using 3/8" - 16 x 3/4" truss head bolts, as shown. Use a 5/16" X 2-1/2" RED HEAD LAG SCREW INSTEAD OF THE 5/16" X 1-5/8" RED HEAD LAG SCREW IF MOUNTING SURFACE IS COVERED BY DRYWALL. THE LAG SCREW MUST BE ATTACHED THROUGH THE BOTTOM HOLE OF THE CENTER BRACKET(S).
IF MOUNTING SURFACE IS A 2" X 6" BOARD INSTALLED ON TOP OF MASONRY, DRILL A CLEARANCE HOLE IN MASONRY FOR THE 5/16" X 2-1/2" RED HEAD LAG SCREWS.

**Spring mounting pad (2" X 6"), White Pine or denser.**

**Torsion Spring Assembly**

**NOTE:** Refer to the Package Contents and or Parts Breakdown to determine if your door came with a coupler assembly.

**IMPORTANT:** RIGHT AND LEFT HAND IS ALWAYS DETERMINED FROM INSIDE THE BUILDING LOOKING OUT.

**IMPORTANT:** IDENTIFY THE TORSION SPRINGS PROVIDED AS EITHER RIGHT WOUND (RED WINDING CONE), WHICH GOES ON THE RIGHT HAND SIDE OR LEFT WOUND (BLACK WINDING CONE), WHICH GOES ON THE LEFT HAND SIDE.

**IMPORTANT:** ON SINGLE SPRING APPLICATIONS, ONLY A LEFT WOUND (BLACK WINDING CONE), IS REQUIRED.

**NOTE:** The set screws used on all torsion winding cones and cable drums are colored red. DO NOT identify right and left hand by the set screw color.

**IF YOU DON'T HAVE A COUPLER ASSEMBLY:** Facing the inside of the door, lay the torsion shaft on the floor. Lay the torsion spring with the red winding cone at the right end of the torsion shaft. Slide the center bracket bearing onto the torsion shaft followed by the torsion springs and set collars (if applicable). IMPORTANT: THE CENTER BRACKET BEARING / TORSION SPRING(S) AND THE SET COLLARS (IF APPLICABLE) MUST BE POSITIONED, AS SHOWN.

**NOTE:** Layout counterbalance parts in proper orientation, then install onto torsion shaft, as shown.

**NOTE:** Position the torsion shaft so that equal amounts of the shaft extend from each end bearing bracket.

**IF YOU HAVE A COUPLER ASSEMBLY:** Disassemble the coupler assembly by removing the (3) 3/8" - 16 x 1-3/4" hex head screws and the (3) 3/8" - 16 nylon hex lock nuts from the coupler halves. Loosen the set screws. Set the components aside.
Facing the inside of the door, lay the (2) torsion keyed shafts on the floor. One torsion keyed shaft on the left hand side and the other torsion keyed shaft on the right hand side. Starting on the left hand side, lay one of the coupler halves, the center bearing, torsion spring with the black winding cone and one set collar at the left end of the torsion keyed shaft. Next on the right hand side, lay the other coupler half, center bearing, the torsion spring with the red winding cone and one set collar at the right end of the torsion keyed shaft. Slide the coupler halves, center bearings onto the torsion keyed shafts followed by the torsion springs and the set collars, as shown.

IMPORTANT: THE COUPLER HALVES, CENTER BEARINGS, TORSION SPRINGS AND THE SET COLLARS MUST BE POSITIONED, AS SHOWN.

Slide the flat edge of the coupler half flush with the side edge of the torsion keyed shaft. Insert (1) key into the slot of both the coupler half and the slot in the torsion keyed shaft. Tighten the (2) set screws and the locking nut to secure the coupler half to the torsion keyed shaft, as shown.

NOTE: Tighten the set screws to 14-15 ft. lbs. of torque (once set screws contact the shaft, tighten set screws one full turn). Repeat the same process for the other coupler half.

With assistance and starting on the left hand side of door, pick up the left hand torsion spring assembly and slide one end of the torsion keyed shaft through the end bearing bracket. Lay the other side of the torsion keyed shaft into the center bracket. Repeat the same process for the right hand torsion spring assembly. Position both torsion keyed shafts so that equal amounts of the shafts extend from each end bearing bracket.

NOTE: Ensure both torsion keyed shafts have equal amounts of the shafts extending from each end bearing bracket.
**Attaching Counterbalance Lift Cables**

**NOTE:** Always assemble the left hand cable and cable drum first to help maintain equal cable tension on both sides of the door.

Starting on the left hand side, slide the red cable drum onto the torsion shaft/torsion keyed shaft(s). Hook the counterbalance lift cable into the left hand cable drum and thread the counterbalance lift cable up and around the front side of the cable drum. Slide the left hand cable drum up against the left hand end bearing bracket.

**NOTE:** If you have torsion keyed shaft(s), insert (1) key into the slot of both the cable drum and the slot in the torsion keyed shaft, as shown.

Counterbalance lift cable should terminate at the 3 o’clock position. Tighten the set screws in the drum to 14-15 ft. lbs. of torque (once set screws contact the shaft, tighten screws one half turn).

Rotate the left hand drum and torsion shaft until counterbalance lift cable is taut. Attach locking pliers to the torsion shaft and brace locking pliers up against jamb to keep counterbalance lift cable taut. Repeat for right hand side using the right hand side the black cable drum.

**IMPORTANT:** Verify that there are no obstructions in the travel path of the door sections or counterbalance lift cables.

**IMPORTANT:** Inspect each counterbalance lift cable making sure it is seated properly onto the cable drum and that both counterbalance lift cables have equal tension.

**CHECK COUNTERBALANCE LIFT CABLES FOR EQUAL TENSION:**
1. Attach locking pliers to track above top roller.
2. Grasp cable at approximate mid-door height location.
3. Draw cable toward you about 1/2” to 1” and release, noting the response of the cable.
4. Repeat above steps for other cable.
5. Adjust cable tension as needed until right and left cables both respond the same. Once the counterbalance cables are set and if applicable tighten the coupler assembly together by tightening the (3) 3/8”-16 nylon hex lock nuts to secure the coupler halves together.

**Set Collars**

**NOTE:** If your door did not come with set collars, then skip this step.

Slide each of the set collars up against the inside surface of the end bearing brackets, with the set screw facing directly away from the header. Tighten the set screw in each of the set collars to the torsion shaft to 14-15 ft. lbs. of torque (once set screw contacts the shaft, tighten set screw one full turn).

**IMPORTANT:** Prior to tightening the set screws in the set collars, avoid placing the set screws in the keyways of torsion keyed shaft(s).

**Chalking Torsion Spring(s)**

**NOTE:** If your springs have stenciling, then skip this step.

Draw a chalk line horizontally along the center of the torsion spring coil(s). As the torsion spring is wound, the chalk line will create a spiral. This spiral can be used to count and determine the number of turns that are applied on the torsion spring.

**Spirals created after winding**

**Securing Door for Spring Winding**

With the door in the fully closed position, place locking pliers onto both vertical tracks just above the third track roller. This is to prevent the garage door from rising while winding springs.

**NOTE:** Check the following before attempting to wind torsion spring(s):
- a. Counterbalance lift cables are secured at bottom corner brackets.
- b. Counterbalance lift cables are routed unobstructed to cable drums.
- c. Counterbalance lift cables are correctly installed and wound onto cable lift drums.
Winding Spring(s)

**WARNING**
WINDING SPRING IS AN EXTREMELY DANGEROUS PROCEDURE AND SHOULD BE PERFORMED ONLY BY A TRAINED DOOR SYSTEM TECHNICIAN USING PROPER TOOLS AND INSTRUCTIONS.

**WARNING**
USE ONLY SPECIFIED WINDING BARS, AS STATED IN STEP SECURING DOOR FOR SPRING WINDING (D8), DO NOT SUBSTITUTE WITH SCREWDRIVERS, PIPE, ETC. OTHER TOOLS MAY FAIL OR RELEASE FROM THE SPRING CONE AND CAUSE SEVERE OR FATAL INJURY.

**WARNING**
PRIOR TO WINDING THE SPRING, ENSURE YOU'RE WINDING IN THE PROPER DIRECTION AS SHOWN BELOW. OTHERWISE THE SPRING FITTING MAY RELEASE FROM SPRING AND RESULT IN SEVERE OR FATAL INJURY.

Check the label attached to the spring warning tag for the required number of complete turns to balance your door.

**HOW TO WIND TORSION SPRINGS:**
1. Insert one winding rod snugly into winding cone, to full socket depth
2. Maintaining a tight grip on the winding rod rotate it slowly in the proper direction, as shown below.
3. If there is any slippage of the winding rod in the winding cone socket, reverse the direction of winding and return the cone to its original position. Remove the winding rod from the winding cone socket. Reset the winding rod in the socket. Start over at Step #1.
4. When the winding rod is vertical above the winding cone, insert another winding rod into one of the other sockets, being careful to seat it snugly and at full socket depth.
5. Hold the spring with the second winding bar, and remove the first.
6. Repeat Steps #2 through #5 until the complete turns have been applied.

**IMPORTANT:** After winding the spring(s), tighten the (2) set screws to 14-15 ft. lbs. of torque in the winding cone. Once set screws contact the shaft, tighten screws one full turn.

- **Spring Bars** (Steel Rods) Size Of Winding Bar Diameter Used On
  - 1/2" dia. x 18" 2" and 2-5/8"
  - 5/8" dia. x 24" 3-3/4"

- **Perforated Angle Gauge Weight Limitations:**
  - Perforated Angle Gauge | Door Balance Weight
  - 2" x 2" x 12 Gauge | Less Than 800 lbs.
  - 1-1/4" x 1-1/4" x 13 Gauge | Less Than 305 lbs.
  - 1-1/4" x 1-1/4" x 15 Gauge | Less Than 220 lbs.
  - 1-1/4" x 1-1/4" x 16 Gauge | Less Than 175 lbs.

NOTE: If an opener is installed, position horizontal tracks one hole above level when securing them to the rear back hangs.

**WARNING**
KEEP HORIZONTAL TRACKS PARALLEL AND WITHIN 3/4" TO 7/8" FROM DOOR EDGE, OTHERWISE DOOR COULD FALL, RESULTING IN SEVERE OR FATAL INJURY.

**IMPORTANT:** DO NOT SUPPORT THE WEIGHT OF THE DOOR ON ANY PART OF THE REAR BACK HANGS THAT CANTILEVERS 4" OR MORE BEYOND A SOUND FRAMING MEMBER.

NOTE: If rear back hangs are to be installed over drywall, use (2) 5/16" x 2" hex head lag screws and make sure lag screws engage into solid structural lumber.

**WARNING**
FAILING TO ASSEMBLE AND ATTACH REAR BACK HANGS PROPERLY ACCORDING TO THE ABOVE INSTRUCTIONS MAY RESULT IN DOOR FALLING WHEN RAISED, CAUSING SEVERE OR FATAL INJURY.

NOTE: Perforated angle must be attached to sound framing members and nails should not be used.

**WARNING**
HIGH SPRING TENSION CAN CAUSE SERIOUS INJURY OR DEATH.

**WARNING**
FAILURE TO ASSEMBLE AND ATTACH REAR BACK HANGS PROPERLY ACCORDING TO THE ABOVE INSTRUCTIONS MAY RESULT IN DOOR FALLING WHEN RAISED, CAUSING SEVERE OR FATAL INJURY.
### Attaching Weather Seal

Permanently attach the weatherstrips on both door jambs and header. The weatherstrips were temporarily attached in Preparing the Opening, in the pre-installation section of this manual.

**NOTE:** When permanently attaching the weatherstrips to the jambs, avoid pushing the weatherstrips too tightly against the face of door.

### Balancing Door

Remove locking pliers. Lift door and check its balance. Adjustments to the required number of spring turns stated may be necessary. If door rises off floor more than 2 ft. under spring tension alone, reduce spring tension. If the door is hard to rise or drifts down on its own, add spring tension. A poorly balanced door can cause garage door operator problems.

To adjust spring tension, fully close door. Apply locking pliers to track above third track roller. Place locking pliers on torsion shaft, as shown in D5. Insert a winding rod into the winding cone. Push downward on the winding rod slightly while carefully loosening the set screws in the winding cone.

**IMPORTANT:** BE PREPARED TO SUPPORT THE FULL FORCE OF THE TORSION SPRING ONCE THE SET SCREWS ARE LOOSE.

Carefully adjust spring tension 1/4 turn. Retighten both set screws to 14-15 ft. lbs. of torque in the winding cone and repeat for the other side. Recheck door balance and re-adjust spring tension if needed.

**IMPORTANT:** DO NOT ADJUST MORE THAN 1 TURN FROM THE RECOMMENDED NUMBER OF TURNS.

If the door still does not operate easily, lower the door into the closed position, unwind spring(s) completely, and recheck the following items:

1. Is the door level?
2. Are the torsion shaft and flag angles level and plumb?
3. Does the distance between the flag angles equal door width plus 3-3/8" to 3-1/2"?
4. Do the counterbalance lift cables have equal tension? Adjust if necessary.
5. Rewind the spring(s).
6. Make sure door is not rubbing on jambs.

**IMPORTANT:** IF DOOR STILL DOES NOT BALANCE PROPERLY, THEN CONTACT A TRAINED DOOR SYSTEM TECHNICIAN.
Door Arm Hookup

Align hole in the door arm with holes in drawbar operator bracket tabs, as shown. Insert 5/16" x 1-1/4" clevis pin, making sure hole in clevis pin is outside of second tab of drawbar operator bracket. Insert hairpin cotter into clevis pin hole and spread hairpin cotter to secure assembly, as shown.

Trolley Arm Configuration

Measure the horizontal radius of the horizontal track to determine if you have a 12" or 15" radius horizontal track, as shown in FIG. 1. If you have a low headroom door skip this step. Determine center line of the door. Mark vertical line at this point on the header, as shown in FIG. 4. Raise the door slightly until the top section reaches the highest point of travel (high arc), as shown in FIG. 2 and FIG. 3 for low headroom. Using a level, mark this high arc point onto the header where it intersects the vertical center line, as shown in FIG. 4. Hold the wall bracket’s bottom edge 1/2” - 1” (room permitting) above the high arc line and centered on the vertical center line, as shown in FIG. 4. Mark the wall bracket’s mounting holes on the header wall and then refer to your garage door operator manual for pre-drilling and securing the wall bracket to header.

NOTE: Refer to your operator manual for specific details on how to assemble the curved and straight arm.

Align hole in the appropriate arm with holes in drawbar operator bracket tabs, as shown in step, Trolley Arm Hookup. Insert 5/16" x 1-1/4" clevis pin, making sure hole in clevis pin is outside of second tab of drawbar operator bracket. Insert cotter pin into clevis pin hole and spread hairpin cotter to ensure it will secure assembly.

NOTE: Depending on your door, configuration, you could have an alternative drawbar operator brackets. Refer to your alternative drawbar operator bracket insert.

WARNING PRIOR TO INSTALLING THE OPERATOR TROLLEY ARM TO THE DOOR, UNPLUG THE GARAGE DOOR OPERATOR. WITH THE DOOR IN THE FULLY CLOSED POSITION, PLACE LOCKING PLIERS ONTO BOTH VERTICAL TRACKS JUST ABOVE THE THIRD TRACK ROLLER. THIS IS TO PREVENT THE GARAGE DOOR FROM RISING UNEXPECTEDLY WHILE INSTALLING THE OPERATOR TROLLEY ARM TO THE DOOR. AFTER INSTALLING THE OPERATOR TROLLEY ARM TO THE DOOR REMOVE THE LOCKING PLIERS AND PLUG THE GARAGE DOOR OPERATOR BACK INTO THE OUTLET.

Inside Lock

Install the inside lock on the second section of the door. Secure the lock to the section with (4) 1/4" - 20 x 11/16" self drilling screws. Square the lock assembly with the door section, and align with the square hole in the vertical track. The inside lock should be spaced approximately 1/8" away from the section edge.

IMPORTANT: INSIDE LOCK(S) MUST BE REMOVED OR MADE INOPERATIVE IN THE UNLOCKED POSITION IF AN OPERATOR IS INSTALLED ON THIS DOOR.

Pull Down Rope

Do not install pull down rope on doors with operators. Children may become entangled in the rope causing severe or fatal injury.

Measure and mark the jamb approximately 48" to 50" (1220 to 1270 mm) from floor on the right or left side of jamb. Drill 1/8" pilot hole for no. 6 screw eye. Tie the pull down rope to the no. 6 screw eye and to the bottom corner bracket, as shown.

Step Plate
Make one mark 1" (25 mm) up from the center of bottom edge of the bottom section and another mark 2-3/16" (56 mm) up from the first mark.

**NOTE:** Top of step plate can be no higher than 8" from the bottom of the door.

Drill a 7/16" (11 mm) hole through the section at each mark and insert the outside step plate. Loosely fasten step plate slide to base with (1) 1/4" - 20 x 5/8" carriage bolt and nut. Align inside step plate holes and fasten from inside using the #8 screws provided. Install one #8 x 3/4" screw in the bottom step plate hole. The screw in the top hole varies with door models. Use the screw size shown below for your model door.

a) #8 x 3/4" screw for model 9100
b) #8 x 1" screw models 9405/9605

Tighten 1/4" - 20 carriage bolt and nut.
Maintenance

Cleaning Your Garage Door

IMPORTANT: DO NOT USE A PRESSURE WASHER ON YOUR GARAGE DOOR!
While factory-applied finishes on garage doors are durable, it is desirable to clean them on a
routine basis. Some discoloration of the finish may occur when a door has been exposed to
dirt-laden atmosphere for a period of time. Slight chalking may also occur as a result of
direct exposure to sunlight. Cleaning the door will generally restore the appearance of the
finish. To maintain an aesthetically pleasing finish of the garage door, a periodic washing of
the garage door is recommended.

THE FOLLOWING CLEANING SOLUTION IS RECOMMENDED: A mild detergent solution
consisting of one cup detergent (with less than 0.5% phosphate) dissolved into five gallons of
warm water will aid in the removal of most dirt.

NOTE: The use of detergents containing greater than 0.5% phosphate is not recommended
for use in general cleaning of garage doors.

NOTE: Be sure to clean both weatherstrips on both sides and top of door.

CAUTION

NEVER MIX CLEANSERS OR DETERGENTS WITH BLEACH.

To clean polycarbonate windows, see www.Wayne-Dalton.com.

Painting Your Garage Door

Refer to Instruction Insert “Field Painting and Finishing Fiberglass Or Steel Door Sec-
tions”.

Painting Your Garage Door

Refer to Instruction Insert “Field Painting and Finishing Fiberglass Or Steel Door Sec-
tions”.

Maintaining The Finish On Your Garage Door

If the factory finish is beginning to fade, the door may require a field applied top clear coat.
Depending on environment and usage, this may be necessary after 1 to 3 years of use. Refer to
Instruction Insert “Field Painting and Finishing Fiberglass Or Steel Door Sections”.

Operation And Maintenance

OPERATING YOUR GARAGE DOOR: Before you begin, read all warning labels affixed to
the door and the installation instructions and owner’s manual. When correctly installed, your
Wayne Dalton door will operate smoothly. Always operate your door with controlled move-
ments. Do not slam your door or throw your door into the open position, this may cause dam-
age to the door or its components. If your door has an electric opener, refer to the owner’s
manual to disconnect the opener before performing manual door operation below.

MANUAL DOOR OPERATION: For additional information on manual garage door operations
go to www.dasma.com and reference TDS 165.

WARNING

DO NOT PLACE FINGERS OR HANDS INTO SECTION JOINTS WHEN
OPENING AND/OR CLOSING A DOOR. ALWAYS USE LIFT HANDLES /
SUITEGRIPING POINTS WHEN OPERATING THE DOOR MANUALLY.

OPENING A DOOR: Make sure the lock(s) are in the unlocked position. Lift the door by using
the lift handles / suitable gripping points only. Door should open with little resistance.

CLOSING A DOOR: From inside the garage, pull door downward using lift handles / gripping
point only. If you are unable to reach the lift handles/ suitable gripping points only, use pull
down rope affixed to the side of door. Door should close completely with little resistance.

USING AN ELECTRIC OPERATOR:

IMPORTANT: PULL DOWN ROPES MUST BE REMOVED AND LOCKS MUST BE REMOVED OR
MADE INOPERATIVE IN THE UNLOCKED POSITION.
When connecting a drawbar (trolley type) garage door operator to this door, a drawbar opera-
tor bracket must be securely attached to the top section of the door, along with any struts
provided with the door. Always use the drawbar operator bracket supplied with the door.
To avoid possible damage to your door, Wayne Dalton recommends reinforcing the top section
with a strut (may or may not be supplied). The installation of the drawbar operator must be
according to manufacturer’s instructions and force settings must be adjusted properly. Refer
to the owner’s manual supplied with your drawbar operator for complete details on installa-
tion, operation, maintenance and testing of the operator.

MAINTAINING YOUR GARAGE DOOR: Before you begin, read all warning labels affixed to
the door and the installation instructions and owner’s manual. Perform routine maintenance
steps once a month, and have the door professionally inspected once a year. Review your
Installation Instructions and Owner’s Manual for the garage door. These instructions are
available at no charge from Wayne Dalton, a division of Overhead Door Corporation, P.O. Box
67, Mt. Hope, OH., 44660, or at www.Wayne-Dalton.com. For additional information on
garage door/operator maintenance go to www.dasma.com and reference TDS 151, 167
and 179.

Monthly Inspections:

1. Visual Inspection: Closely inspect jambs, header and mounting surface. Any material
found not to be structurally sound must be replaced. It may be necessary to uninstall part
or all of the door assembly in order to replace defective material. Refer to the supplemental
instructions “Removing an Existing Door / Preparing the Opening” at www.Wayne-Dalton.
com. Inspect the spring(s), counterbalance lift cables, track rollers, pulleys, rear back hangs
and other door hardware for signs of worn or broken parts. Tighten any loose screws and/or
bolts, except on bottom corner brackets or on the counterbalance assembly. Check exterior
surface of the door sections for any minor cracks. Verify door has not shifted right or left in
the opening. If you suspect problems, contact a trained door system technician.

WARNING

DO NOT PLACE FINGERS OR HANDS INTO SECTION JOINTS WHEN
OPENING AND/OR CLOSING A DOOR. ALWAYS USE LIFT HANDLES /
SUITEGRIPING POINTS WHEN OPERATING THE DOOR MANUALLY.

2. Door Balance: Periodically test the balance of your door. If you have a garage door
drawbar operator, use the release mechanism so you can operate the door by hand when
doing this test. Start with the door in the fully closed position. Using handles or suitable grip-
ing points, lift the door to check its balance. Adjust TorqueMaster® or Extension spring(s).
If door lifts by itself (hard to pull down) or if door is difficult to lift (easy to pull down). DO NOT
attempt to repair or adjust Torsion Springs yourself. To adjust TorqueMaster® or Extension
spring(s), refer to your installation instructions and owner’s manual. If in question about
any of the procedures, do not perform the work. Instead, have it adjusted by a trained door
systems technician.

3. Lubrication: The door should open and close smoothly. Ensure the door track rollers are
rotating freely when opening and closing the door. If track rollers do not rotate freely, clean
the door tracks, removing dirt and any foreign substances. Clean and lubricate (use a non-
silicon based lubricant) graduated end hinges, center hinges, steel track rollers, bearings and
torsion springs (torsion spring coil surfaces), DO NOT lubricate plastic idler bearings, nylon
track rollers, door track. DO NOT oil a cylinder lock, if actuation is difficult use a graphite dust
to lubricate.

CHECK FOR PRESENCE OF SAFETY LABELS:
TorqueMaster® Plus tag(s)
(one per spring)

MANUFACTURER’S INSTRUCTIONS AND FORCE SETTINGS
INSTALLATION OF THE OPENER MUST BE ACCORDING TO
Copyright 2010 Wayne Dalton, a Division of Overhead Door Corp.

ATTACHED TO THE TOP SECTION OF THE DOOR, ALONG
WHEN CONNECTING A TROLLEY TYPE GARAGE DOOR
WITH ANY U-BARS PROVIDED WITH THE DOOR. THE
Number of Installed Spring Turns
OPENER/TROLLEY BRACKET MUST BE SECURELY
MUST BE ADJUSTED PROPERLY.
OPENER TO THIS DOOR, A WAYNE-DALTON
Door Height Spring Turns
SPRING TENSION.
clevis pins are under HIGH
milford pins, cotter pins , &
retention features in cluding
bracket and all cable
professional or mechanic,
experienced door
must be made by an
Repairs and adjustments
DO NOT stand or walk under a moving door,
using proper tools and
instructions.
DO NOT attempt any adjustment, repair or
Due to constant extreme spring tension,
door or door controls.
DO NOT permit children to operate garage
handles/gripping points when operating
section joints when closing a door. Use lift
4.
DO NOT place fingers or hands into open
2.
DO NOT attempt any adjustment, repair or
8.
Top section of door may need to be
8.
reinforced when attaching an electric
4.
have necessary adjustments and/or repairs
6.
If a door becomes hard to operate,
2.
adjusted and free of obstructions .
1.
Operate door ONLY when it is properly
11.
Check to ensure door operates freely.
9.
made by a trained door system technician
using proper tools and
instructions.
SAFETY INSTRUCTIONS
2.
adjusted and free of obstructions .
1.
Operate door ONLY when it is properly
11.
Check to ensure door operates freely.
9.
made by a trained door system technician
using proper tools and
instructions.
SAFETY INSTRUCTIONS
2.
adjusted and free of obstructions .
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using proper tools and
instructions.
Limited Warranty
Models 9100, 9405 and 9605

Wayne Dalton, a division of Overhead Door Corporation ("Seller") warrants to the original purchaser of the Models 9100, 9405 and 9605 ("Product"). subject to all of the terms and conditions hereof, that the Product and all components thereof will be free from defects in materials and workmanship for the following period(s) of time, measured from the date of installation:

**LIMITED LIFETIME WARRANTY** on the Product sections against:
- Peeling, cracking, or chalking of the original factory-applied coating on the steel sections of the Product.
- The Product becoming inoperable due to rust-through of the steel skin from the core of the Product section, caused by cracking, splitting, or other deterioration of the steel skin, or due to structural failure caused by separation or degradation of the foam insulation.
- The Product hardware (except springs) and the tracks.

**ONE (1) YEAR** on those component parts of the Product not covered by the preceding provisions of this Warranty.

ALL EXPRESS AND IMPLIED WARRANTIES FOR THE PRODUCT, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED IN TIME TO THE APPLICABLE WARRANTY PERIOD REFLECTED ABOVE. NO WARRANTIES, WHETHER EXPRESS OR IMPLIED, WILL APPLY AFTER THE LIMITED WARRANTY PERIOD HAS EXPIRED. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

IN NO EVENT SHALL SELLER BE RESPONSIBLE FOR, OR LIABLE TO ANYONE FOR, SPECIAL, INDIRECT, COLLATERAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, even if Seller has been advised of the possibility of such damages. Such excluded damages include, but are not limited to, loss of use, cost of any substitute product, or other similar indirect financial loss. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Claims under this warranty must be made promptly after discovery, within the applicable warranty period, and in writing to the authorized distributor or installer whose name and address appear below. The purchaser must allow Seller a reasonable opportunity to inspect any Product claimed to be defective prior to removal or any alteration of its condition. Proof of the purchase and/or installation date, and identification as the original purchaser, may be required. There are no established informal dispute resolution procedures of the type described in the Magnuson-Moss Warranty Act.
Thank you for your purchase.

PLEASE DO NOT RETURN THIS PRODUCT TO THE STORE

If you need assistance, please call 1-866-569-3799 (press Option 1) and follow the prompts to contact a customer service representative. They will be happy to handle any questions that you may have.

After installation is complete, leave this Installation Instructions And Owner’s Manual with the homeowner, or fasten it near garage door for easy reference.