

VERSION 1.7
DECEMBER 12, 2019



TOGETHER WE ROLL

INSTALLATION MANUAL
STREAMLINE SERIES

MCLAREN DOORS
420 INDUSTRIAL PARKWAY S. AURORA, ON, L4G3V7



NEED HELP DURING YOUR INSTALL?

CALL US AT 905-713-0772.

A 2 MINUTE CALL CAN SAVE YOU TIME AND MONEY!

FOR AFTER HOURS 416-316-6036.

Item	Tool Description	Qty.	Item	Tool Description	Qty.
1	Welding Machine / Rivet Gun	1	6	Power drill	1
2	C Clamps	4	7	2x4 Wood 9ft long	4
3	3/8" Wrench	1	8	Masking Tape	1 roll
4	7/16" Wrench	1	9	1/2" x 10" Lg rods	2
5	1/2" Wrench	2	10	Locking pliers with pipe grip	4

IMPORTANT: Before proceeding ensure you have the correct door & all parts. Check the trailer/ body measurements and components to the door specification sheet in the box.

CRITICAL: TRACKS MUST BE PARALLEL AND THE PROPER DISTANCE APART.

1998-2016 models - Proper outside track distance = **Panel length + 3.5"**.

For 2017 – Current - Proper outside track distance = **Panel length + 3.125"**.

Track Installation tolerance +/-1/8"

FOR REPLACEMENT DOORS:

- **Stock door kit re-sizing** - Contact McLaren Doors at 877-263-9153 with the information listed below, or fill out an door order form (available at www.mclarendoors.com) and send it to info@mclarendoors.com or fax to 905-713-0676.

Information required:

- **Opening height**
- **Opening width**
- **Side post dimensions**
- **Header height (must be free of wires and light bars)**
- Skip the track installation instruction section.



TRACK INSTALLATION:

- Using the locking pliers, clamp the horizontal track (J track) onto the vertical track. The horizontal track must be at 90 Degree (figure 1 and 2). Weld the horizontal track to the vertical track. This step is easier to do outside of the truck. (figure 1)



- Take the tracks inside the truck and clamp the tracks in the location specified on the door specification sheet (The tracks should sit $\frac{1}{2}$ " up from the floor when installed). To Secure the tracks in place, use 2 x C Clamps per side with one clamp located at the upper opening of the door and one clamp at the lower opening(Shown in figure 3)
- Test the tracks before welding/riveting the tracks in place by inserting rollers into both ends of the panel and running the panel up and down in the vertical track. The panel should have $\frac{1}{16}$ " to $\frac{1}{8}$ " side to side movement. Move the tracks outward or inward until the side to side movement is correct.
(For 2016 or older model, you will also require 4 side straps to perform this test)
- Once the tracks are properly located, weld or rivet the tracks in place and remove the C clamps.



DOOR PANEL ASSEMBLY:

NOTE:

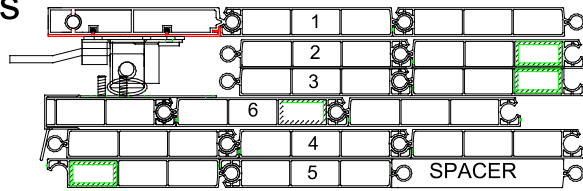
- Do **NOT** remove any fasteners from the door.
- Build the door on a raised surface.
- Doors made after Nov 2019 come equipped with an aluminum hinge. Do not attach the aluminum hinge until after the door sections has been installed.

1. Open package

15
PANELS

- 9 Intermediate panels
- 1 Reinforced panels
- 1 top panel Asy
- 1 Bottom panel Asy
- 2 SL hinge panels

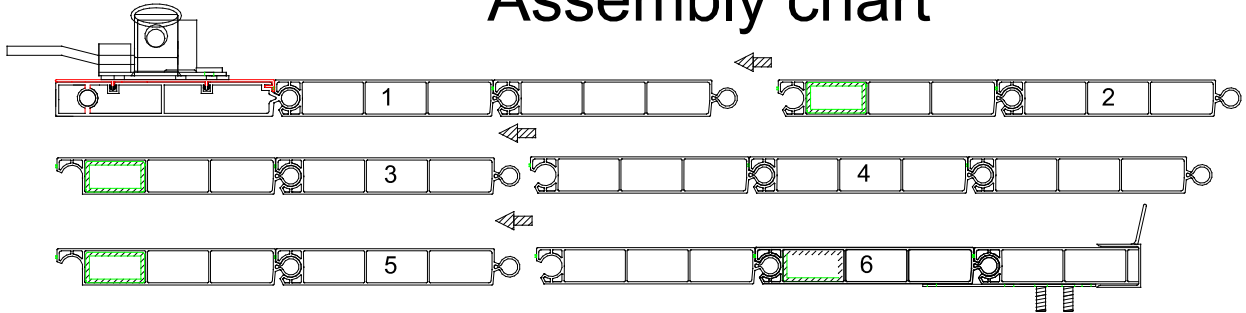
In package



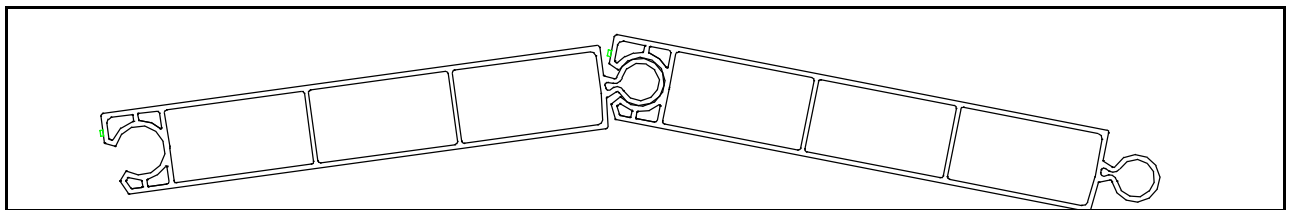
**The package diagram above is a reference for 1" doors only. 2" door assembly packaging will differ from the above diagram.*

2. Assemble the sections according to the chart below.

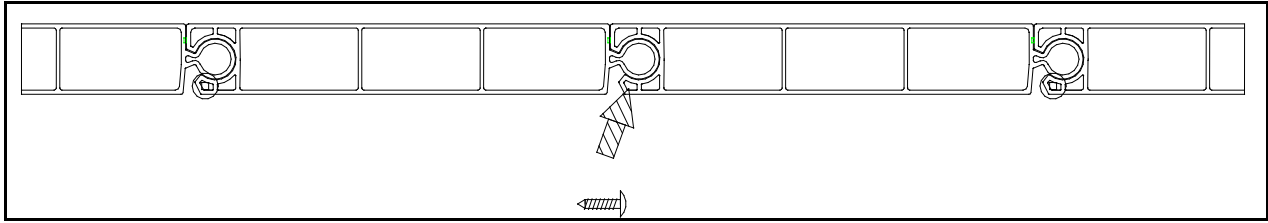
Assembly chart



NOTE: To prevent binding when slide sections together, tilt panels slightly (Shown in diagram below)

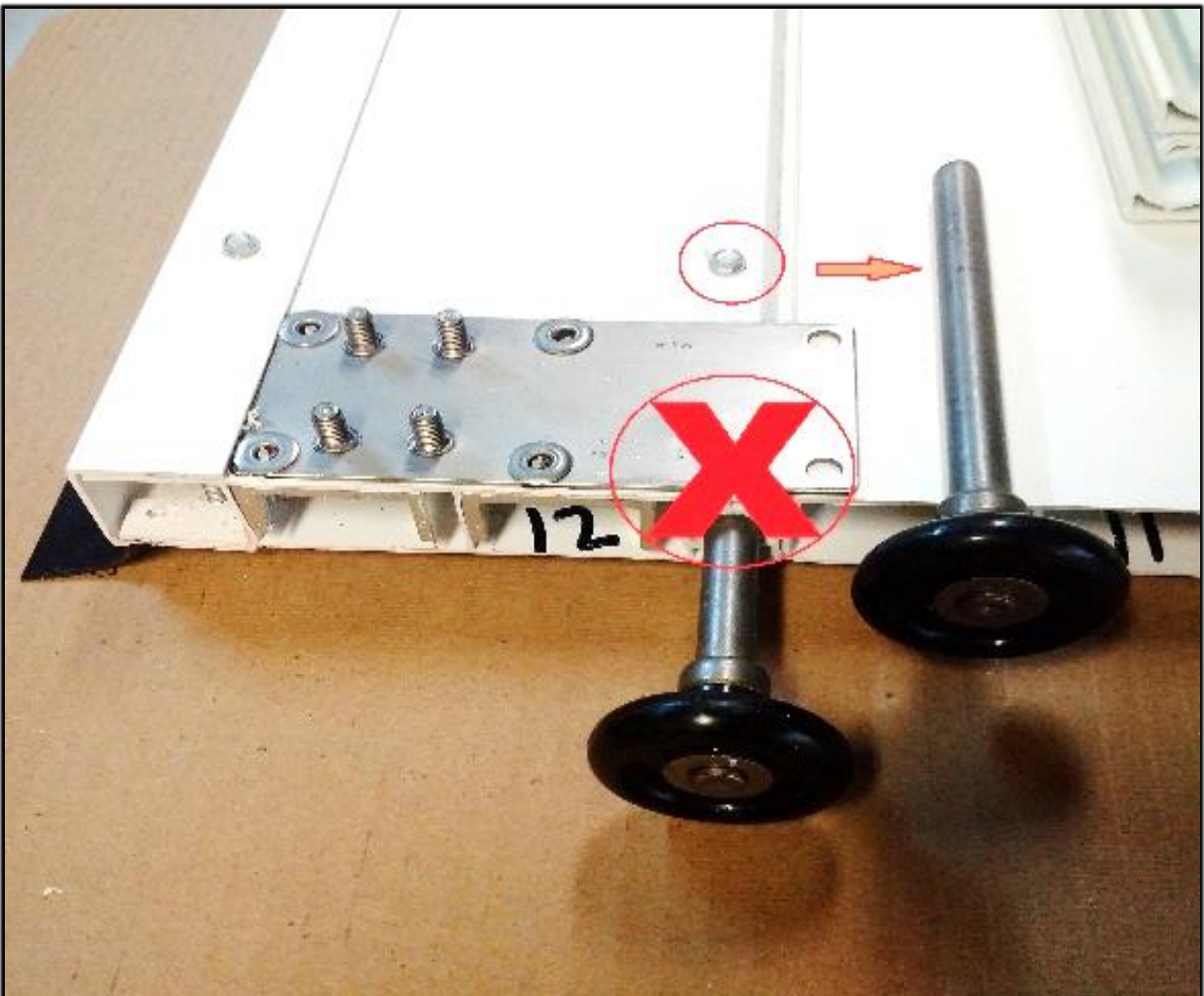


3. Install the panel shift screws in between the sections that were slid together. The screws go in to the both ends of the assembled sections.



4. Install the rollers.

NOTE: If the roller does not go in all the way in the top panel, do NOT remove screws. These screws are in place to prevent the rollers from going into the top panel assembly. See image below

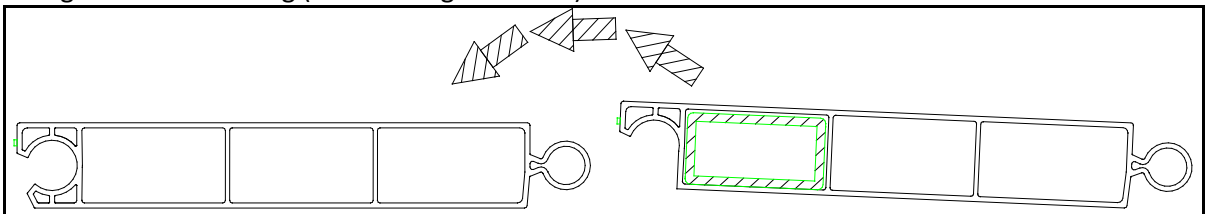


DOOR INSTALLATION (2 people)

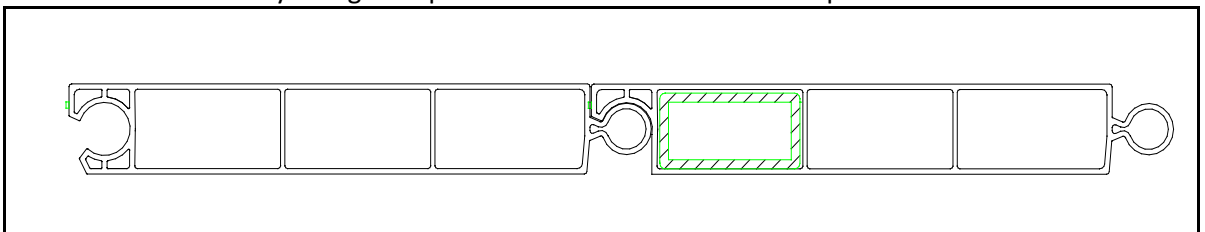
1. Attach 1 lock plier on each horizontal track approximately 18" inward from the header. (Shown in figure 7). Do NOT remove pliers until the door spring tension has been completed.



2. Insert the bottom panel section (section A) into the horizontal tracks.
3. Insert the middle section (section B) of the door into the horizontal tracks. Make sure that the lip is facing toward the ceiling (shown in figure below)



4. Connect the sections by lifting the lip over the male end of the lower panel.

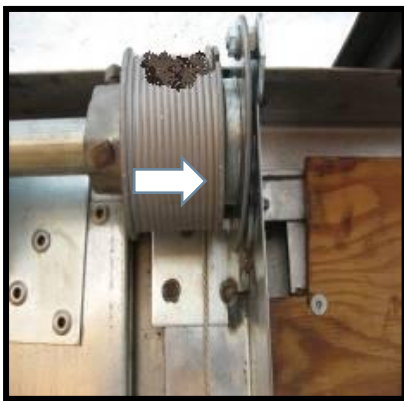


5. Attach the aluminum hinge to the predrilled hinge panel (Ensure to match the aluminum hinge to the correct panel (both the hinge and the panel will be marked))
6. If there is a section C repeat steps 3 to 5.

COUNTERBALANCE/SPRING

INSTALLING COUNTERBALANCE UNIT

- Remove the driver side vertical track bearing from the driver side vertical track. Do **NOT** remove the spacer nuts between the shaft bearings and the end shaft brackets, (Shown in figure 9)
- Slide the bearing on to the end of the shaft. **NOTE: The driver side of the shaft has the black painted cable drum.**
- Insert the counterbalance shaft into the passenger side vertical track bearing.
- Lift the driver side of the counterbalance up and slide the bearing back on to the vertical track bracket and secure the bearing.



9.



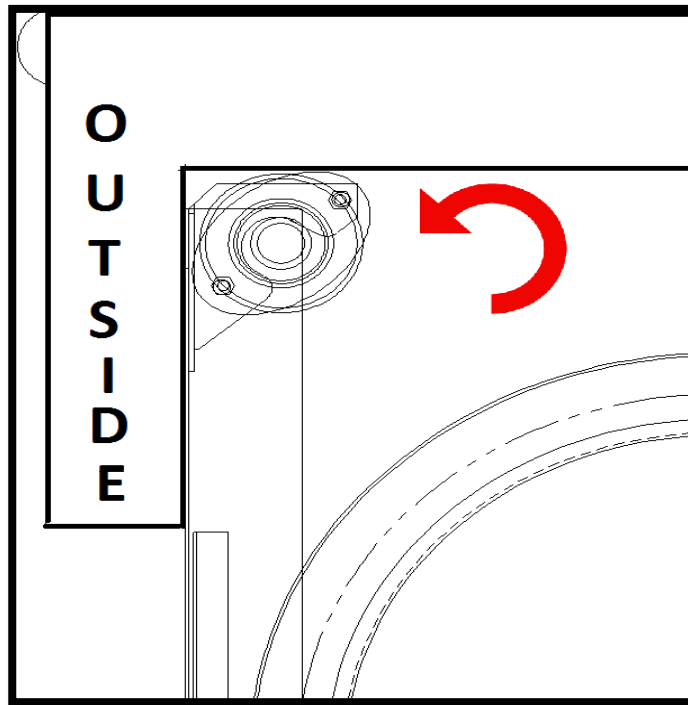
10.

*This image represents the inside view of the door.

- Ensure the shaft is straight and in line with the end shaft brackets then weld, rivet, or bolt the center shaft bracket securely in place.
NOTE: For single spring applications, make sure there is 12" of shaft between the end of the spring and the vertical track bearing to allow for expansion. (Figure 10).
- Ensure all bracket fasteners are tight when done.

WINDING CABLES

- Ensure the shaft rotates easily before starting and has a minimum of 1/8" movement from side to side with no more than 1/4" movements from side to side.
- Secure the shaft in place by applying 2 locking pliers to the shaft between the center shaft bracket and driver side cable drum. Apply 1 locking pipe plier onto the shaft (underneath the shaft and against header/ door opening) and the other locking plier should be pressed against the roof above the shaft to prevent the shaft from rotating.
- Wind the cables onto the drums until the cable is tight. (When winding the cables, they should be wound in the **opposite** direction of figure 11.)
- Slide the driver side cable drum (Black painted drum) against the vertical track bearing and secure the cable drum using a 3/8" wrench.
- Wind the passenger side cable on to the cable drum (red) then slide the cable drum to the passenger side bearing. Leave about 1/4" of space between the red painted cable drum and the passenger side bearing.



11.

SETTING SPRING TENSION – IN THE DOOR OPEN POSITION

WARNING: When wound or when winding, the spring is under high tension and is dangerous. It should only be wound or serviced by a qualified technician. For information on counterbalance installation, contact McLaren Doors at 905-713-0772 (for afterhours assistance contact 416-316-6036.)

- Using a black marker, mark the shaft at the fastening side of the spring.
- Measure approximately 2.5"-3" toward the passenger side drum and mark the measurement using the marker. The spring should be stretched .25" for every turn required

For best results: Proper measurement is spring diameter x required winds = spring stretch requirements

- Wind the spring for 4 to 4.5 complete turns in the direction shown in figure 11 above.
- Stretch the spring to the secondary mark and secure the spring using a 3/8" wrench.
- Ensure **all** counterbalance fasteners are tight.
- Removing the locking pliers from the shaft.
- Remove the locking pliers the horizontal tracks.

NOTE: Keep hands clear of the horizontal tracks and your head below the door. The door will roll forward 15" when removing the locking pliers from the tracks.

- Roll the door up and down slowly to test the operation.

NOTE: If during operation the spring does not remain straight (starts to zig zag), contact McLaren Doors at 905-713-0772.



TOP ROLLER BRACKETS: (2 people and interior light required)

- Close and latch the door.
- Place the rollers in the top bracket and angle the rollers into the track.
- Roll the bracket to the door and onto the stud plate on the top panel.
- Move the brackets up or down until the top seal makes soft contact across the entire header; (move down to tighten the seal, up to loosen).

Note: Hard seal contact will not allow the door to open/close properly.

TIP: For most doors the top of the galvanized portion of the bracket will be +/- ¼" from the top of the door, (Shown in figure 12).



12.



13.

SIDE SEALS:

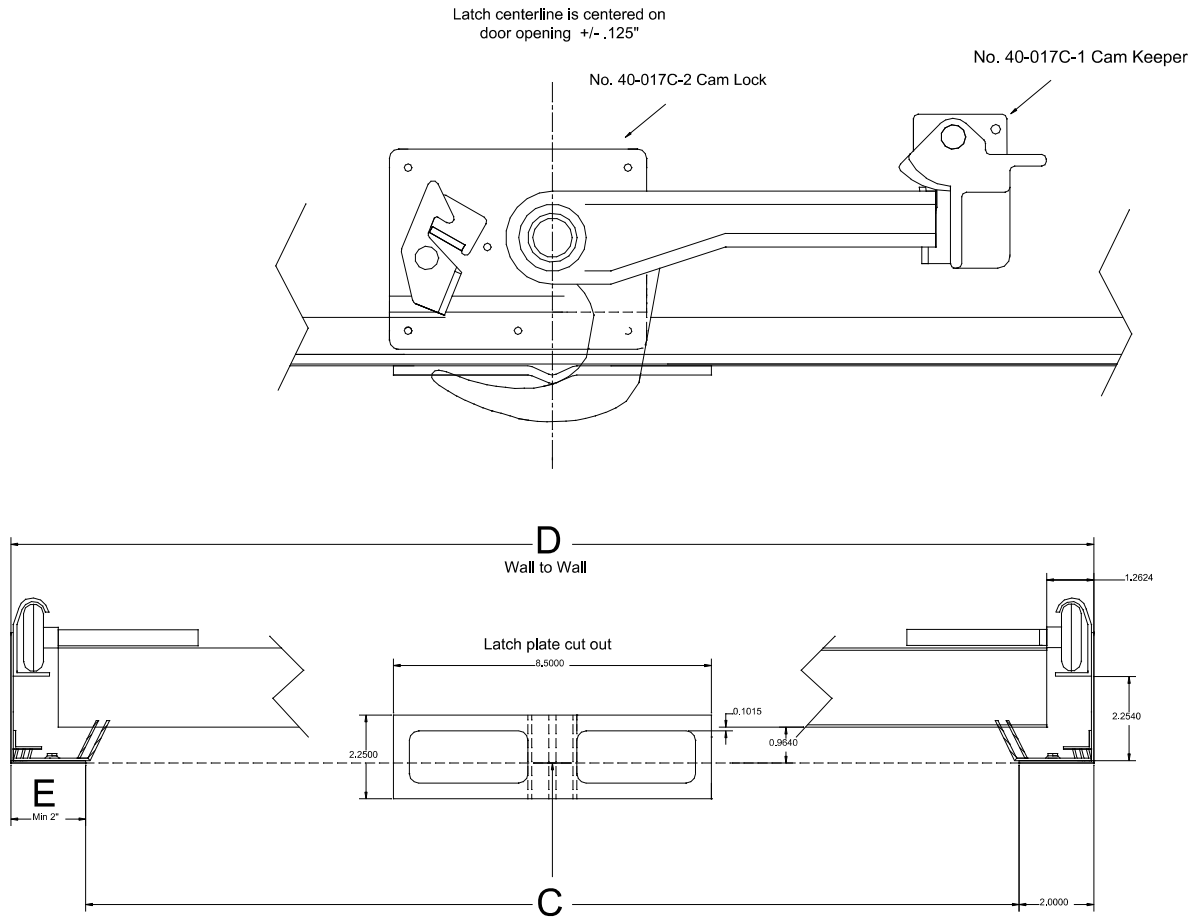
- Starting from the bottom of the track, hammer the side seals into the slot between the vertical angle and the track using a rubber mallet.
- Secure the seal using the self-taping screws provided. (Shown in figure 13).

Applying Paints and Decals: Some paints and decals can cause excessive heat buildup which can lead to surface damage. To avoid potential damage please contact McLaren Doors before applying any paints or decals. Failure to do so may invalidate the warranty. McLaren Doors offers a wide range of low heat paint colors to match your color requirements. Before applying decals, ensure that the panel shift screws are installed to prevent any misalignment.



LATCH CUT OUT:

- The cut out should be $\frac{3}{4}$ " wide x $3\frac{1}{2}$ " long, starting under the center point which is the rivet marked by the arrow in the picture. The inside edge of the cut out should be along the edge of the bottom seal, (i.e. $\frac{1}{4}$ " from the face of the panel).
- A piece of rod or half-moon round approximately $\frac{7}{16}$ ", should be welded under the left edge of the cut out to properly engage the latch hook. The latch should be easy to close, yet tight enough to ensure the door is well sealed and does not bounce or vibrate when the truck is in motion.



Final Checks:

- Ensure the door is level across the sill.
- Ensure the door seals well on all surfaces
- The door should move easily and with equal force in both directions – easy one hand operation.