

INSTALLATION MANUAL - STREAMLINE SERIES

**NEED HELP DURING YOUR INSTALL? CALL US AT 877-263-9153.
A 2 MINUTE CALL CAN SAVE YOU TIME AND MONEY!**

Tool Requirements					
Item	Tool Description	Qty.	Item	Tool Description	Qty.
1	Welding Machine/Rivet Gun	1	6	Power Drill	1
2	C Clamps	4	7	2 x 4 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

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

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

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

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

Track Installation tolerance +/-1/8"

FOR RESIZED DOORS: For stock door kit re-sizing dimensions contact McLaren Doors at 877-263-9153, or fill out a McLaren Doors order form available at www.mclarendoors.com and send it to info@mclarendoors.com or fax to 905-713-0676.

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 C Clamp the tracks in place using 2 C clamps per side at the top and bottom of the door 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 run the panel up and down in the vertical track. The panel should be able have 1/16" to 1/8" side to side movement. Adjust track location to ensure the panel has the recommended room. (For 2016 or older model, you will also require 4 side straps to perform this test)
- When tracks are properly located, weld or rivet the tracks in place and remove C clamps.



Figure 1



Figure 2

PANEL ASSEMBLY / DOOR INSTALLATION:

(2 people)

NOTE:

- Do NOT remove any fasteners from the door.
- (recommended) Build the door on a raised surface. The door should be built on 2x4's for easier installation (As shown in figure 7). For fastest door installation contact MCLAREN DOORS to find out details on a door lifter.

- Slide the panels together starting with the bottom panel (latch facing up), in numbered sequence. (The panel are numbers can be found at the end of the panels. See figure 6).

TIP: To prevent panel friction when sliding, tilt the panel sections at a slight angle to each other when slide together. (Shown in Figure 6).

- Install the side shift screws found in the hardware kit as shown by red arrow in figure 6.
- Install the rollers (and side straps on 2016 and earlier models) and secure with masking tape.

NOTE:

- There are 2 short side which are intended for the bottom panel only.
- The standard top panel is a 2 panel assembly joined together, 1 full sized and 1 panel that has been altered to match the O/H of the truck. If the top panel is joined (As shown in figure 5 by the red circles), do NOT place rollers into the connected panel hinge.



Figure 3



Figure 4



Figure 5

- Clamp 2 boards (e.g. 2x4x8') or rigid channels from the top of the door to the bottom of the door on the inside face to support the door when lifting the door into the trucks horizontal tracks (*Tip: In order to get the door into the trailer, the door will have to be angled. It is recommended that you tape the rollers on one side to the door edge to help hold them in place prior to tilting the door into the truck body.*)
- Lift and tilt the door through the truck trailer door opening, then lay it flat & remove the masking tape.
- Attach 1 lock plier on each horizontal track approximately 18" inward from the header. (Shown in figure 8). **Do NOT remove pliers until the door spring tension has been completed.**
- Lift the door up and slide the door (rollers) into the horizontal tracks and up against the locking pliers.
- Install the end/track stops into the horizontal track to prevent door from rolling out of the tracks.

COUNTERBALANCE/SPRING ASSEMBLY INSTALLATION:

- 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.
- Slide 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.
- 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.

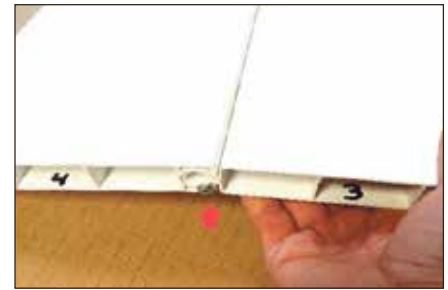


Figure 6



Figure 7



Figure 8



Figure 9

WINDING CABLES

- 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.
- Ensure the shaft rotates easily with no more than 1/8" sideways movement, from side to side with no more than 1/4" movements from side to side
- Wind the cables onto the drums until the cable is tight. (When winding, the cables should in the **opposite** direction of figure 11.)
- Slide the cable drum against the vertical track bearing.
- Secure the cable drums using a 3/8" wrench. (When winding, the cables should be winding upward between the spring and header) Slide the cable drums against the bearing brackets, (As shown in figure 9.)
- 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.



Figure 10

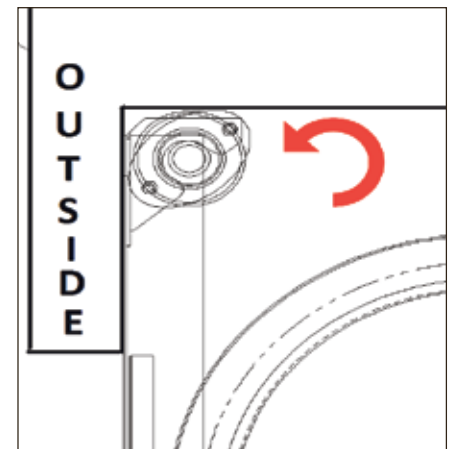


Figure 11

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 877-263-9153 or for afterhours assistance contact 416-316-6036.

- Wind the spring for 4-5 complete turns (Direction shown in figure 11).
- Stretch the spring out approximately 4-5" (May require adjustment after testing) o Secure the spring using a 7/16" 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 877-263-9153.

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).



Figure 12

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)



Figure 13

LATCH CUT OUT:

- The cut out should be ¾" wide x 3 ½" 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. ¼" from the face of the panel).
- A piece of rod or half-moon round approximately 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.



Figure 14

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.

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 are installed to prevent misalignment.