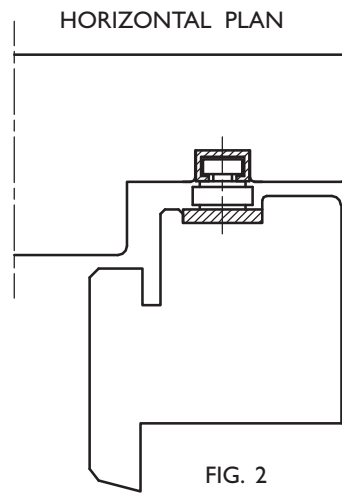
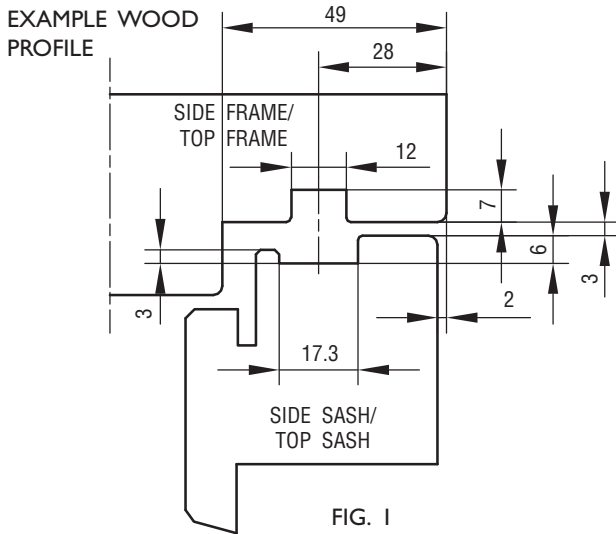


## FITTING INSTRUCTIONS

### CANOPY STAYS WITH FRICTION IPA NO.s 21175, 21179-82 & 84



**IPA NO. 21180+81+84**

WITH AN EXTRA CONSOLIDATING SCREW HOLE IN THE FRAME PART. THEY SHALL BE USED WHENEVER THERE IS THE RISK THAT THE SASH MAY "SETTLE" A LITTLE.

**OBS! RE. IPA NO. 21181-82:**

FOR BIG WINDOWS (>1200 MM) WITH 3-LAYER GLASS AND NO REQUIREMENTS FOR EGRESS OPENINGS THE USE OF IPA NO. 21184 IS RECOMMENDED, AS THE VENTILATION POSITION OTHERWISE MAY BE DIFFICULT TO ACHIEVE BECAUSE OF THE OPENING GEOMETRY OF THE GEARS.

**MAINTENANCE:**

DO NOT PAINT THE ALUMINIUM RAILS. WHEN FITTING - LUBRICATE THE PIVOT/MOVABLE METAL PARTS OF THE MECHANISM WHILE ACTIVATING REPEATEDLY. HEREAFTER LUBRICATE MINIMUM TWICE A YEAR. DO NOT GREASE THE ALUMINIUM RAILS.

IPA NO.	21179 - 80	21181 - 82	21184	21175
MAX. SASH WEIGHT KG	40	50	70	20
MAX. INSIDE FRAME HEIGHT MM	844	1344	1544	330
USE SCREW NO.	4.0	4.0	4.0	4.0

**FITTING:**

**1. 21175:**

21180-81 & 84: SIDE SASH & - FRAME AND TOP SASH & -FRAME ARE MADE WITH THROUGH-GOING GROOVES, SEE FIGURE 1.

21179 & 82: SIDE SASH & - FRAME ARE MADE WITH THROUGH-GOING GROOVES, SEE FIGURE 1.

**2. CLOSE THE FITTING AND PLACE IT IN THE GROOVE OF THE SIDE FRAME.**

**21175:**

21180-81 & 84: PLACE THE FITTING AGAINST THE BOTTOM OF THE GROOVE IN THE TOP FRAME.

21179 & 82: PLACE THE FITTING AGAINST THE TOP FRAME.

PLACE AND FASTEN THE SCREWS IN THE BOTTOM HOLES OF THE FITTING. OPEN THE FITTING AND FASTEN THE REMAINING SCREWS.

**21181:** FASTEN THE STOP PLATE THROUGH THE UPPER SCREW HOLE IN THE STOP PLATE AND THROUGH THE UPPER SCREW HOLE IN THE ALURAIL. THIS ENABLES MAX. FIRE ESCAPE OPENING. USE LOWER SCREW HOLE IN STOP PLATE TO ACHIEVE A MAX. SASH LOAD OF 60 KGS. IF LOWER SCREW HOLE IS USED THE FIRE ESCAPE OPENING WILL BE REDUCED.

**21184:** ALWAYS USE THE UPPER SCREW HOLE IN THE ALURAIL FOR FASTENING THE STOP PLATE. USE THE UPPER SCREW HOLE IN STOP PLATE FOR MAX. FIRE ESCAPE OPENING. USE THE SECOND UPPER SCREW HOLE IN THE STOP PLATE TO ACHIEVE A MAX. SASH LOAD OF 85 KGS. USE THE MIDDLE SCREW HOLE IN THE STOP PLATE TO ACHIEVE A MAX. SASH LOAD OF 100 KGS. IF MIDDLE OR LOWER SCREW HOLES IN STOP PLATE ARE USED THE FIRE ESCAPE OPENING WILL BE REDUCED.

**21180-84:** THE METAL PLATE IN THE BOTTOM OF THE ALU-RAIL HAS TWO SCREW HOLES. THE MOUNTING OF THE UPPER SCREW IS NEEDED - THE LOWER SCREW IS OPTIONAL, BUT GIVES STABILITY OVER TIME FOR THE WINDOW.

**3. PUSH THE SASH INTO PLACE BY INSERTING IT BETWEEN THE FITTINGS GUIDED BY THE GROOVES IN THE SASH UNTIL THE SASH HITS THE STOPS OF THE FITTING. THESE STOPS WILL GUARANTEE A 3 MM GAB BETWEEN FRAME AND SASH. FASTEN THE SCREWS, BEGINNING WITH THE ONES IN THE TOP BRACKETS (IPA NOS 21179 & 21180-84) 21179 & 82: IF THE TOP SASH IS MADE WITH GROOVE, FIG. 1, PLACE FIRST THE SMALL MOUNTING BRACKETS IN EACH SIDE UNDER TOP BRACKET OF THE FITTING BEFORE FASTEN THE SCREWS.**

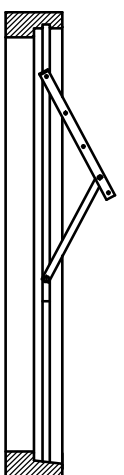


FIG. 3

**4. NOW THE FRICTION MAY BE ADJUSTED BY MEANS OF THE SCREWS IN THE SLIDES. BEFORE ADJUSTMENT, PRESS THE SLIDING PART DOWN TO THE STOPS. THE BEST RESULT FOR THE WINDOW MOVEMENT IS ACHIEVED BY EQUAL FRICTION AT BOTH SIDES AND TO ENSURE THIS THE SCREWS MUST NEVER BE FASTENED MORE THAN JUST ENOUGH TO HOLD THE WINDOW IN OPEN POSITION. PLEASE NOTE THAT WITH A SMALL WINDOW OPENING, THE FRICTION IS NOT INFLUENCED BY TIGHTENING THE SCREWS HARDER. TO ENSURE THE WINDOW IN STAYING OPENED WITH A SMALL WINDOW OPENING, WE RECOMMEND MOUNTING A SAFETY CATCH.**