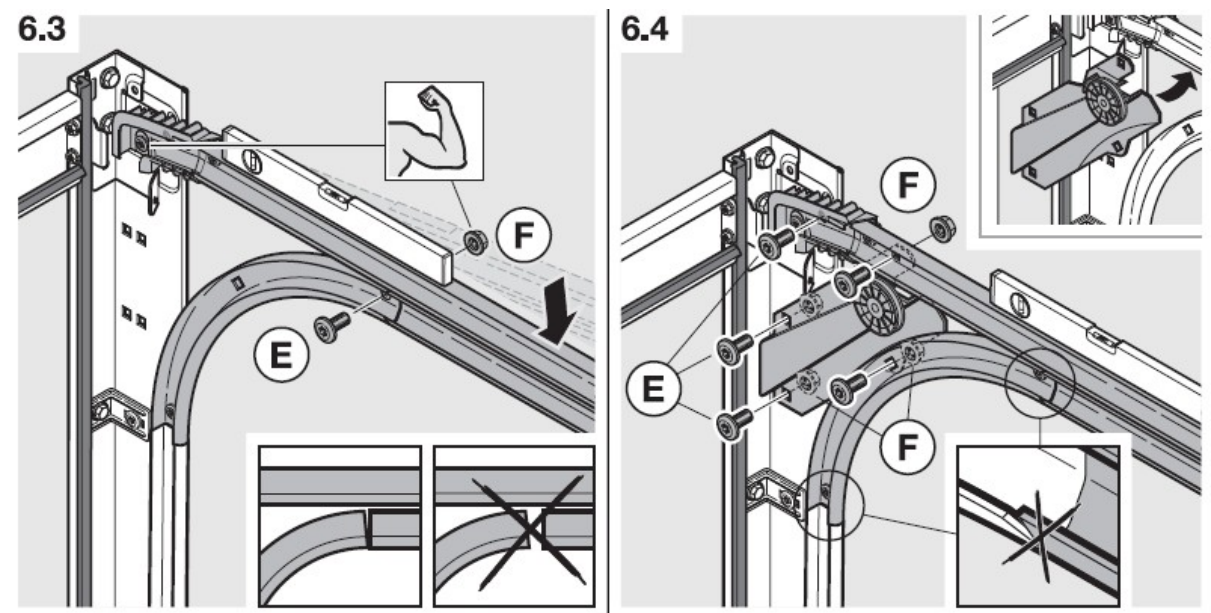


## Hormann L - Track Springs

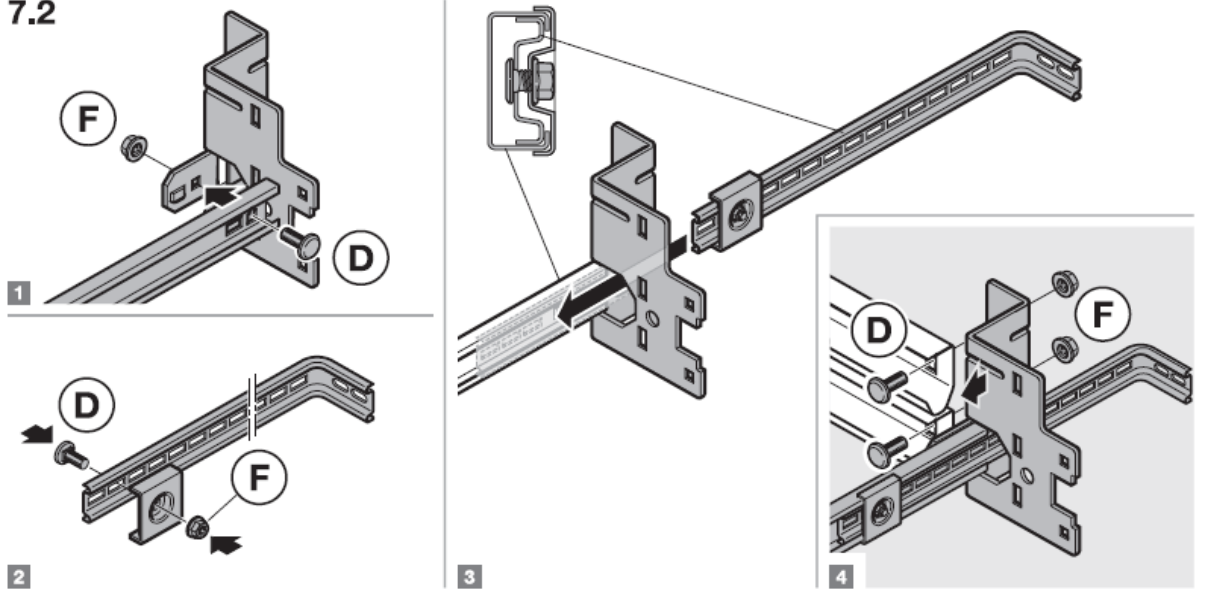
L-Tracks are identical to the Z-Tracks, low headroom gearing however additional items are needed as pictured below:

1. Install front wheel for the cable as below, install this after the tracks are installed, either before or after the back bar - makes no difference. Do NOT tighten the track fixings fully until this is in.

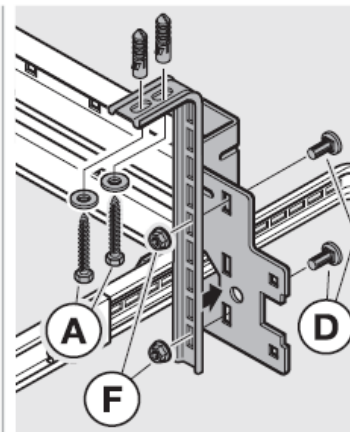
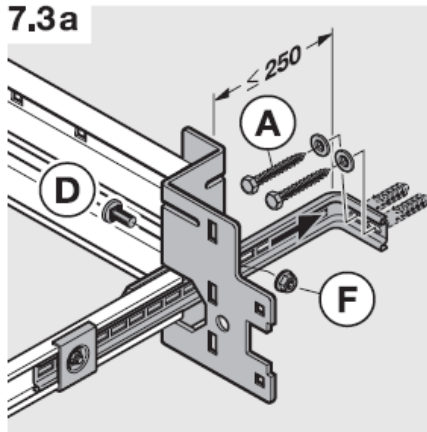


2. The back bar uses different brackets for mounting to tracks due to the spring bank, they MUST go this way round as there is a hole for the cable to pass through, ideally you need both a side mounted hanger and vertical hanger to take the weight and spring torsion so please try and fit both hangers as pictured below. 2 x each side. MOUNT SPRINGS BEFORE PANELS.

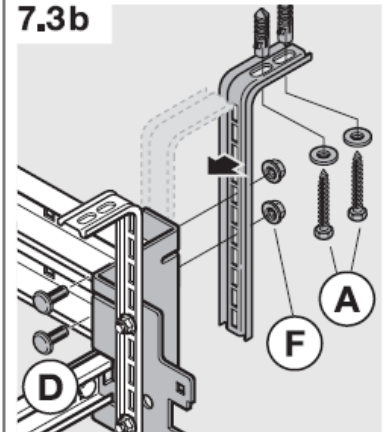
7.2



7.3a

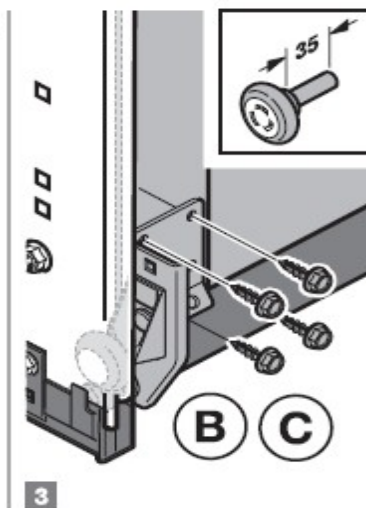
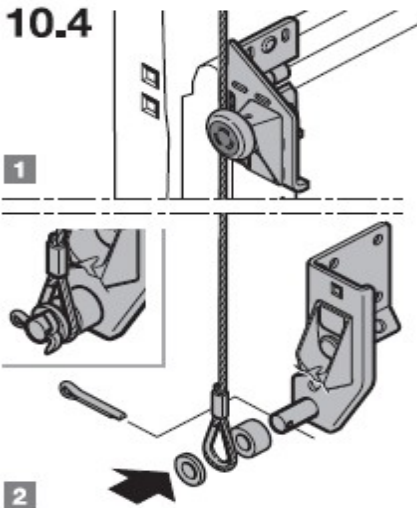


7.3b

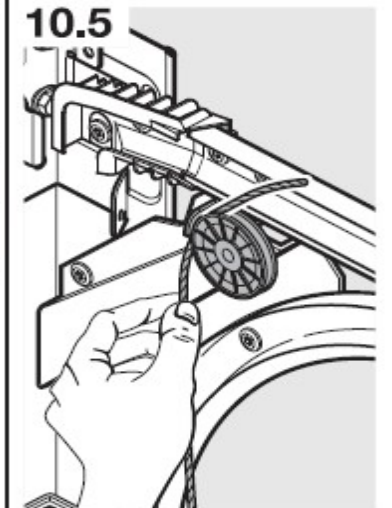


3. When installing panels fit the cable to the bottom wheel as pictured (spacer/cable/washer/pin) the cables go behind the wheels.

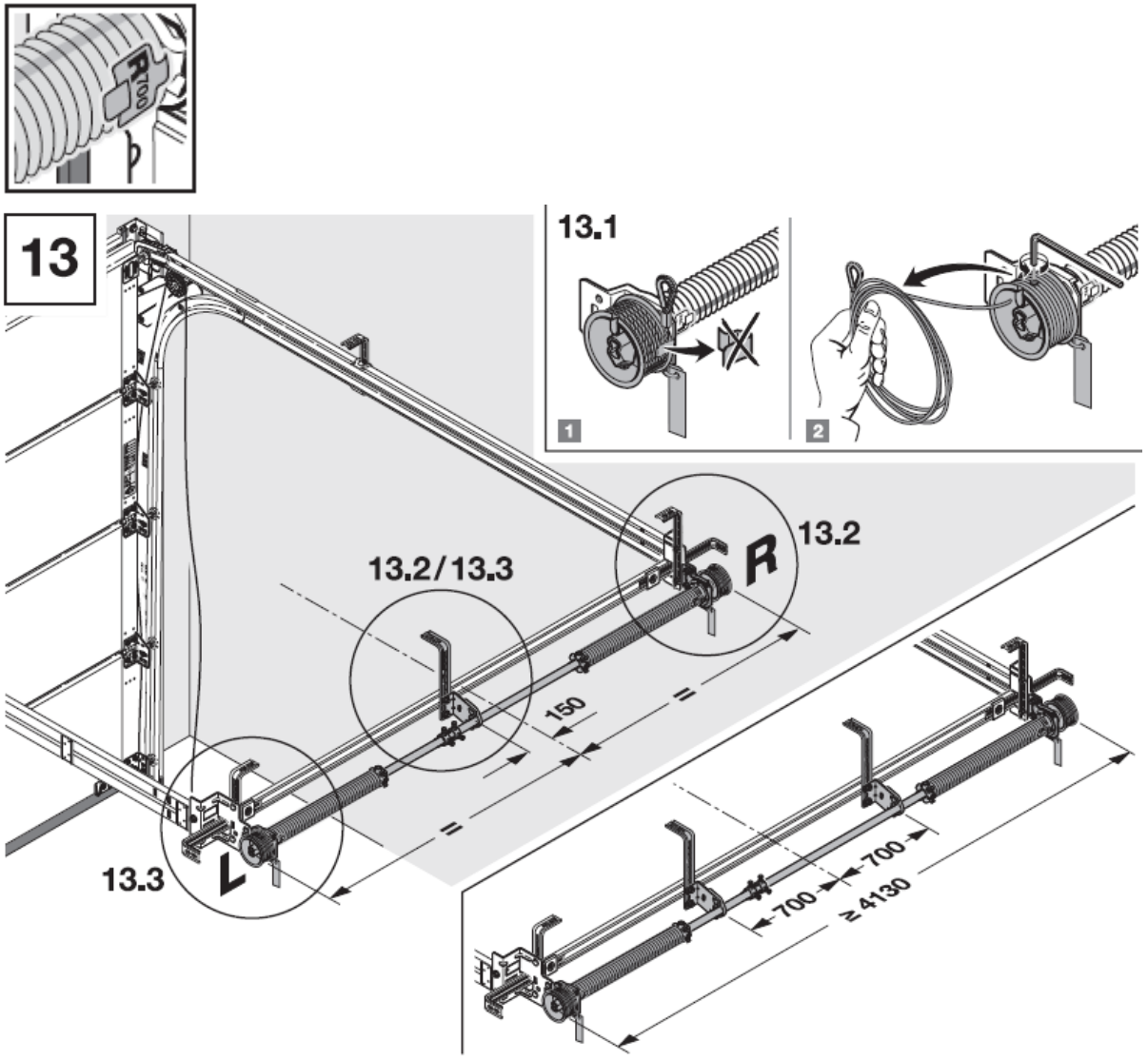
10.4



10.5

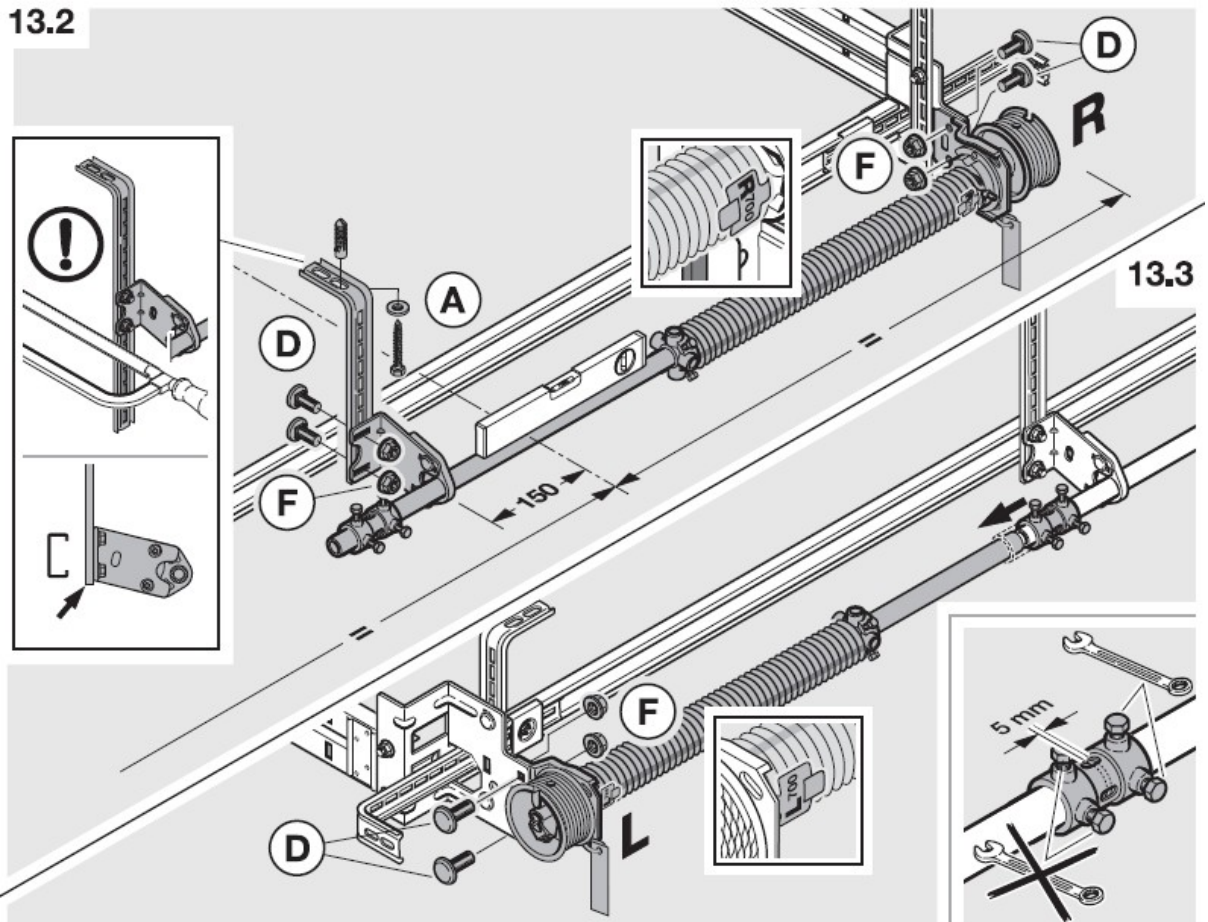


4. Remove cables from springs (if you haven't already - they come with the N-Track cables on them) they are labelled left and right - silver tag on the spring itself towards the cable drum. (inside garage looking out).



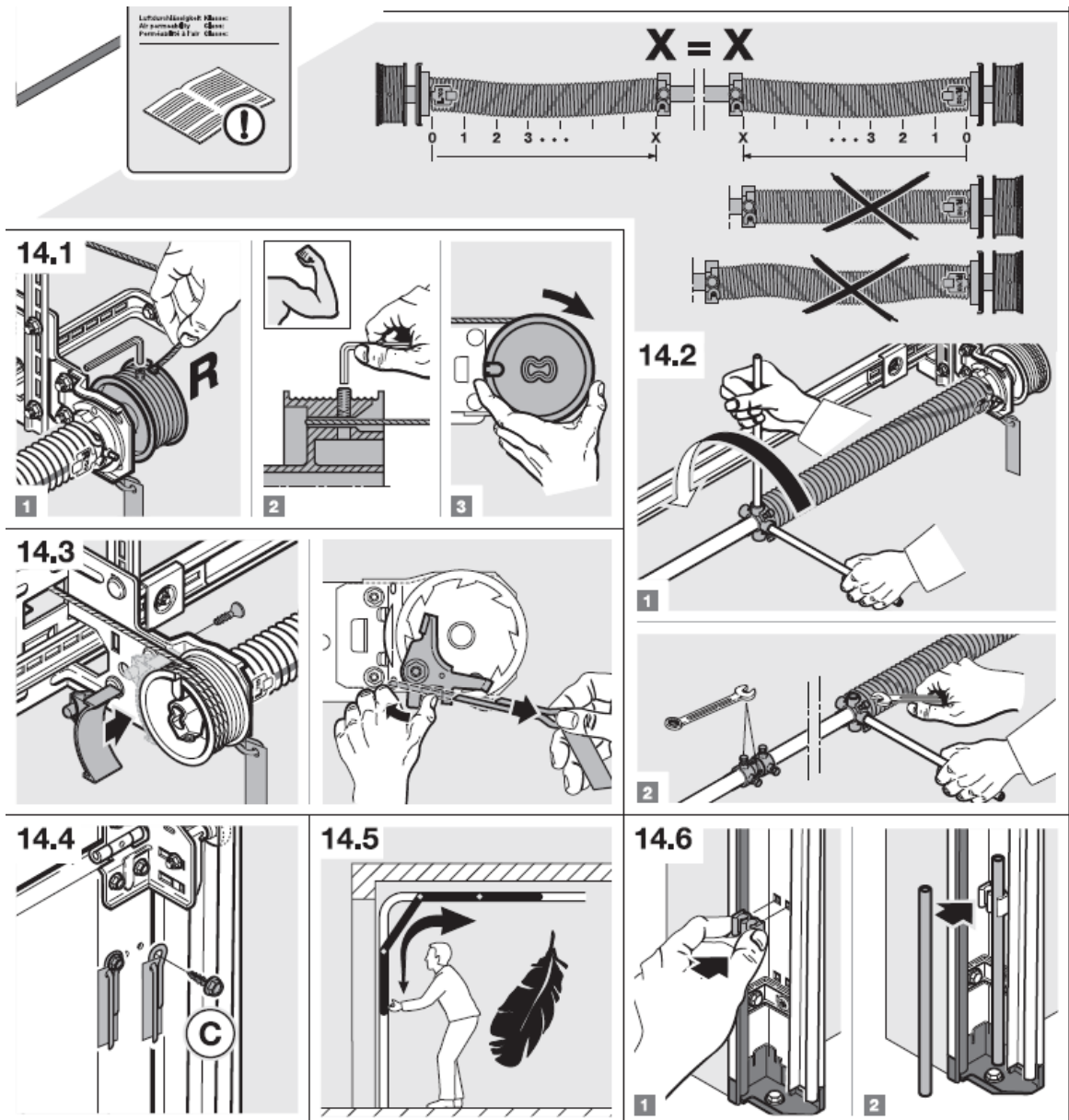
5. Install both springs - the central coupling will hold the weight of them so you can then hang as pictured - I have found this easier way to do it than doing one spring at a time, you can see both spring shafts through a gap in the coupling, the spring shafts should NOT touch. 5mm gap.

13.2



6. Cables over front wheel – through a gap in the back bar end plates – this gap is obvious when you see it, round the cable drums once then through a hole in the drum – you will see this when you remove the original N-Track cables. Tighten grub screw to secure cables. Where the cable stops is up to you BUT I always tightened flush with inside face of the cable drum – that way both cables are even. \*\*\* Adding one turn of tension by hand to each spring once cables are on will keep cables tight until you tension properly\*\*\*





7. Both cables on and 1 x turn of tension on each spring –  
 On central coupling there is 4 x bolts, do one side up RH for example. Now tension the other side's spring (LH). The side tightened will keep cables tight so they don't sag – tension spring to amount as sticker states on back of door for rear springs. Count between the yellow lines for amount needed.
8. Tighten bolts on spring and central coupling bolts closest to the spring.

9. You now have 1 x fully tensioned spring, undo central coupling bolts for un-tensioned spring side, tension this spring to same amount as the other and tighten bolts - both springs are now tensioned.
10. Undo ALL bolts on the central coupling - the spring shafts may move, this equals the door up and the cables so the door will lift evenly.
11. Try the door once or twice - then remove the anti-drop pins - got orange tags on them. Fix these to the door or leave at end of the tracks.

Good Luck 😊