

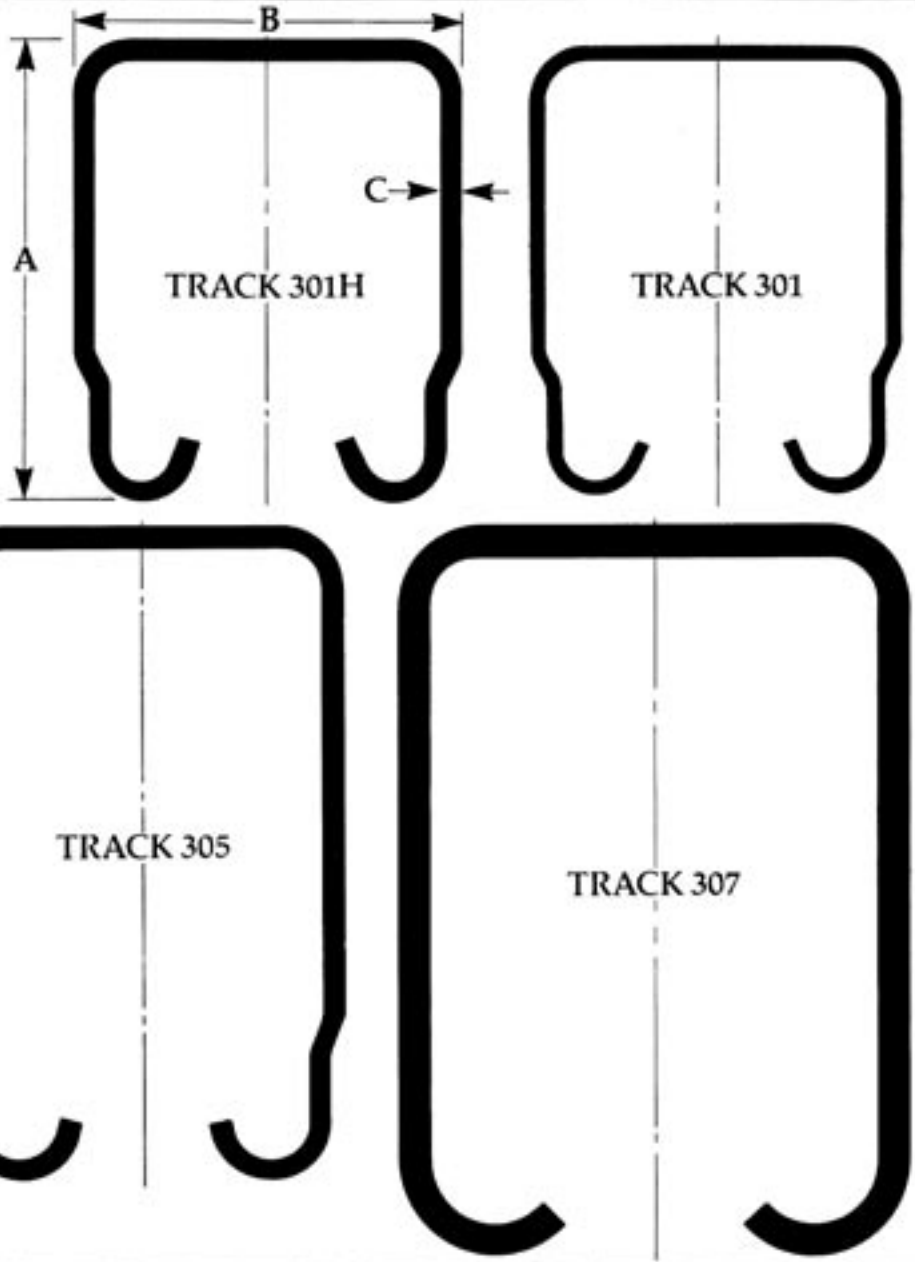
# TRACK & CHANNEL

All tracks are in galvanized finish. Once installed they should be kept greased, to reduce wear and increase life. Any length of track is obtained by butting 2 pieces of track together and fixing a bracket at the joint, and closed brackets at each end.

Available lengths:

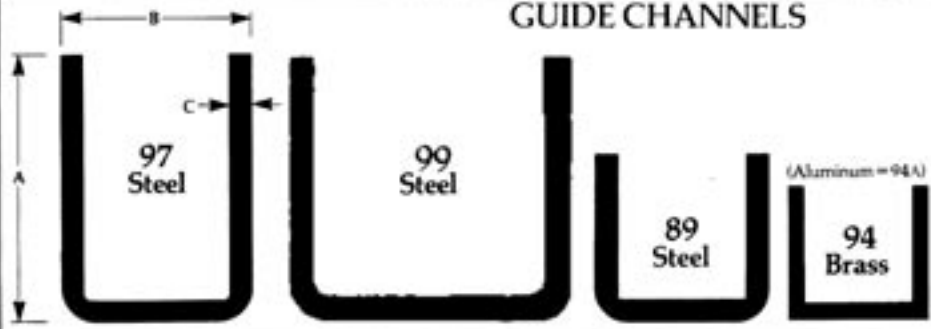
(ft)	280	290	301	301H	305	307
6	•	•	•	•	•	•
8	•	•	•	•	•	•
10	•	•	•	•	•	•
12	•	•				
20		•				

(ins)	280	290	301	301H	305	307
A	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>4</sub>	2 <sup>5</sup> / <sub>8</sub>	2 <sup>5</sup> / <sub>8</sub>	3 <sup>11</sup> / <sub>16</sub>	4 <sup>3</sup> / <sub>32</sub>
B	1 <sup>3</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>	2 <sup>5</sup> / <sub>32</sub>	2 <sup>5</sup> / <sub>32</sub>	2 <sup>1</sup> / <sub>4</sub>	2 <sup>7</sup> / <sub>8</sub>
C	18G	14G	14G	12G	12G	6G



FULL SIZE SECTIONS

## GUIDE CHANNELS



Available lengths 89, 94A, 97, 99:  
1.5/2/2.5/3 meter  
Available lengths 94:  
1.5 meter & 3 meter

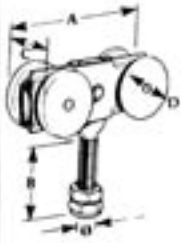
(ins)	89	94	97	99
A	1	3/4	1 1/2	1 1/2
B	1	9/16	1 1/16	1 9/16
C	12G	17G	12G	12G

All dimensions in feet and inches.

# HANGERS

/N = Nylon wheels /S = Steel wheels  
 Nylon wheels are quieter and avoid the need to grease track to reduce wear. Hence their carrying capacity is greater. For automatic doors halve the carrying capacity and use nylon wheels if possible.

## No. 56 METAL DOORS



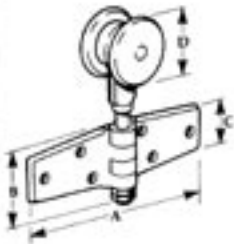
Track no.	Hanger no.	Dimensions					Door Weight Capacity
		A	B	C	D	H	
290	56K/N	3 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>32</sub>	300 lbs.
	56K/S						300 lbs.
	56K/S/200						400 lbs.
301	56A/S	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	600 lbs.
301H	56A/S	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	800 lbs.
301H	56A/S	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	1000 lbs.
305	56C/S	6 <sup>3</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	3	5 <sup>5</sup> / <sub>8</sub>	1500 lbs.
307	56F/S	8 <sup>7</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	2500 lbs.
307	56FJ/S	8 <sup>7</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	4400 lbs.

## No. 53 WOOD DOORS



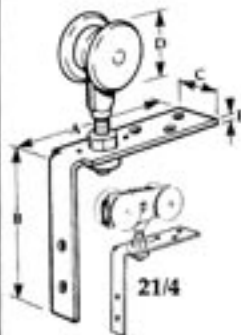
Track no.	Hanger no.	Dimensions					Door Weight Capacity
		A	B	C	D	E	
290	53K/N	3 <sup>7</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>7</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub> -1 <sup>1</sup> / <sub>4</sub>	300 lbs.
	53K/S						300 lbs.
	53K/S/200						400 lbs.
301	53A/S	5 <sup>5</sup> / <sub>8</sub>	7	3	2 <sup>7</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>2</sub> -2 <sup>1</sup> / <sub>4</sub>	600 lbs.
301H	53A/S	5 <sup>5</sup> / <sub>8</sub>	7	3	2 <sup>7</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>2</sub> -2 <sup>1</sup> / <sub>4</sub>	800 lbs.
301H	53A/S	5 <sup>5</sup> / <sub>8</sub>	7	3	2 <sup>7</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>2</sub> -2 <sup>1</sup> / <sub>4</sub>	1000 lbs.
305	53C/S	6 <sup>3</sup> / <sub>8</sub>	7	3	3	1 <sup>1</sup> / <sub>2</sub> -2 <sup>1</sup> / <sub>4</sub>	1500 lbs.
307	53FJ/S	8 <sup>7</sup> / <sub>16</sub>	5	2 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>4</sub>	4400 lbs.

## No. 62 FOLDING DOORS



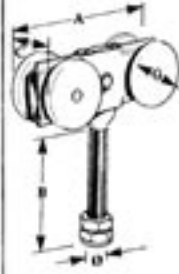
Track no.	Hanger no.	Dimensions			
		A	B	C	D
290	62K	7 <sup>1</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>
301	62A	7 <sup>1</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>
301H	62A	7 <sup>1</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>
305	62C	21 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	2	3

## No. 21 FOLDING DOORS



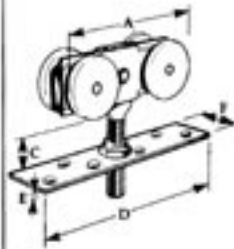
Track no.	Hanger no.	Dimensions				
		A	B	C	D	E
290	21K/S	6	6	1	1 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>
21K/N						
21K/4N						
301	21A/S	7	6	1 <sup>1</sup> / <sub>2</sub>	2 <sup>7</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>4</sub>
301H	21A/4S	7	6	1 <sup>1</sup> / <sub>2</sub>	2 <sup>7</sup> / <sub>32</sub>	1 <sup>1</sup> / <sub>4</sub>
305	21C/S	7	6	1 <sup>1</sup> / <sub>2</sub>	3	1 <sup>1</sup> / <sub>4</sub>

## No. 56X METAL DOORS



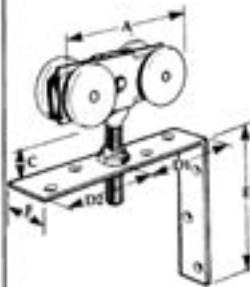
Track no.	Hanger no.	Dimensions					Door Weight Capacity
		A	B	C	D	H	
290	56KX/S	3 <sup>7</sup> / <sub>16</sub>	4 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>32</sub>	300 lbs.
	56KX/N						400 lbs.
301	56AX/S	5 <sup>5</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	600 lbs.
301H	56AX/S	5 <sup>5</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	800 lbs.
301H	56AX/N	5 <sup>5</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>	5 <sup>5</sup> / <sub>8</sub>	1000 lbs.
305	56CX/S	6 <sup>3</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	3	5 <sup>5</sup> / <sub>8</sub>	1500 lbs.
307	56FX/S	8 <sup>7</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	2500 lbs.
307	56FJX/S	8 <sup>7</sup> / <sub>16</sub>	5 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>7</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	4400 lbs.

## No. 57 WOOD DOORS



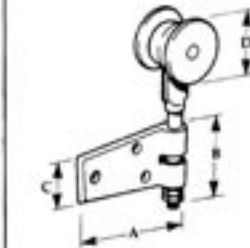
Track no.	Hanger no.	Dimensions					Door Weight Capacity
		A	C	D	E	F	
290	57K/N	3 <sup>7</sup> / <sub>16</sub>	1	5 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>16</sub>	1	300 lbs.
301	57A/S	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	7 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	600 lbs.
301H	57A/N	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	7 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	1000 lbs.
305	57C/S	6 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>2</sub>	7 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	1500 lbs.

## No. 52 WOOD DOORS



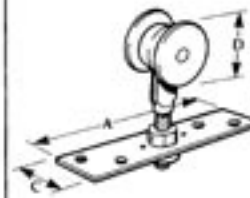
Track no.	Hanger no.	Dimensions						Door Weight Capacity
		A	C	D1	D2	E	F	
290	52K/S	3 <sup>7</sup> / <sub>16</sub>	1	3	2	5 <sup>1</sup> / <sub>4</sub>	1	300 lbs.
	52K/N							300 lbs.
301	52A/S	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	4	5	6 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	600 lbs.
301H	52A/N	5 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>4</sub>	4	5	6 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1000 lbs.
305	52C/S	6 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>2</sub>	4		6 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>	1500 lbs.

## No. 63 FOLDING DOORS



Track no.	Hanger no.	Dimensions			
		A	B	C	D
290	63K	4	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	1 <sup>7</sup> / <sub>16</sub>
301	63A	4	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>
301H	63A	4	2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	2 <sup>7</sup> / <sub>32</sub>
305	63C	8 <sup>7</sup> / <sub>16</sub>	3 <sup>3</sup> / <sub>4</sub>	2	3

## No. 61 FOLDING DOORS



Track no.	Hanger no.	Dimensions			
		A	B	C	D
290	61K/S	5 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>16</sub>	1	1 <sup>7</sup> / <sub>16</sub>
301	61A/S	7 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>7</sup> / <sub>32</sub>
301H	61A/S	7 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>7</sup> / <sub>32</sub>
305	61C/S	7 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	3

# TRACK BRACKETS

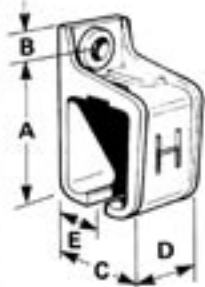
All brackets are aluminum alloy die castings except where otherwise indicated.

\* Pressed steel brackets in painted finish.

• Pressed steel brackets – galvanized.

Fit closed brackets at track ends, or fit end-clips 1A/301 EC (for alloy brackets) or 1/301 EC (for steel brackets) in the case of all 301 track brackets. Joining brackets are only required at track curve ends. Maximum bracket spacing is every 3 ft.

## BRACKETS – SIDEWALL



No. 1 or 1A

Fig no.	A	B	C	D	E	Bolt
• 281	1 <sup>3</sup> / <sub>8</sub>	1/4	1 <sup>1</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>16</sub>	8G screw
• 1A/290	2 <sup>5</sup> / <sub>8</sub>	1/2	2	1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>16</sub>	3/16
• 1/290/S	3	1/2	2 <sup>5</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>5</sup> / <sub>16</sub>	3/16
• 1A/301	3 <sup>3</sup> / <sub>16</sub>	3/4	2 <sup>7</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>3</sup> / <sub>8</sub>	1/2
• 1/301/S	3 <sup>5</sup> / <sub>16</sub>	3/8	2 <sup>7</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	1 <sup>5</sup> / <sub>8</sub>	1/2
• 1A/305	5 <sup>1</sup> / <sub>2</sub>	1	3 <sup>3</sup> / <sub>8</sub>	3	1 <sup>1</sup> / <sub>2</sub>	3/8
* 1/307/S	6 <sup>1</sup> / <sub>4</sub>	1	3 <sup>3</sup> / <sub>8</sub>	3	1 <sup>5</sup> / <sub>8</sub>	3/8



End Clip 1/301 EC (for steel brackets)



End Clip 1A/301 EC (for alloy brackets)



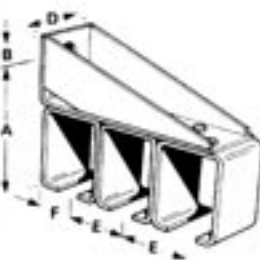
No. 9 or 9A

Fig no.	A	B	C	D	E	Bolt
• 9A/290	1 <sup>11</sup> / <sub>16</sub>	5/8	2 <sup>3</sup> / <sub>4</sub>	5/8	2	14G screw
* 9/301/S	2 <sup>9</sup> / <sub>16</sub>	5/32	4 <sup>5</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	18G screw
* 9A/305	3 <sup>3</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	6 <sup>5</sup> / <sub>16</sub>	2 <sup>3</sup> / <sub>8</sub>	5 <sup>1</sup> / <sub>8</sub>	1/2
* 9/307/S	3 <sup>3</sup> / <sub>16</sub>	2	7 <sup>1</sup> / <sub>4</sub>	2 <sup>2</sup> / <sub>32</sub>	5 <sup>1</sup> / <sub>2</sub>	3/8



No. 5

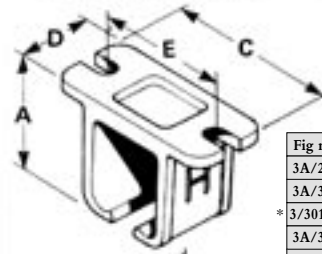
Fig no.	A	B	D	E	F	Bolt
• 5/290	3 <sup>3</sup> / <sub>8</sub>	3/16	1 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	1/2
• 5/301	4 <sup>3</sup> / <sub>8</sub>	1 <sup>5</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>8</sub>	1 <sup>9</sup> / <sub>16</sub>	3/8
• 5/305	6 <sup>1</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	3	3 <sup>3</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>8</sub>	3/4
* 5/307/S	7 <sup>1</sup> / <sub>2</sub>	1	4	3 <sup>3</sup> / <sub>8</sub>	1 <sup>25</sup> / <sub>32</sub>	3/4



No. 7

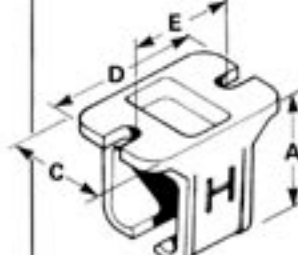
Fig no.	A	B	D	E	F	Bolt
* 7/301/S	4 <sup>9</sup> / <sub>16</sub>	1 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>16</sub>	3/8

## BRACKETS – OVERHEAD



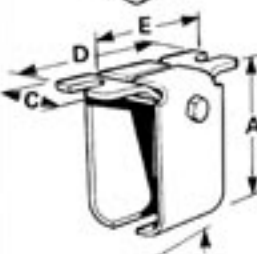
No. 3 or 3A

Fig no.	A	B	C	D	E	Bolt
• 3A/290	2 <sup>7</sup> / <sub>32</sub>	-	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>2</sub>	5/16
• 3A/301	3 <sup>3</sup> / <sub>8</sub>	-	5 <sup>1</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>5</sup> / <sub>16</sub>	1/2
* 3/301/S	3 <sup>5</sup> / <sub>32</sub>	-	5 <sup>1</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>16</sub>	1/2
• 3A/305	4 <sup>1</sup> / <sub>2</sub>	-	6 <sup>5</sup> / <sub>8</sub>	3	4 <sup>5</sup> / <sub>16</sub>	5/8
* 3/307/S	6 <sup>7</sup> / <sub>32</sub>	-	7 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5/8



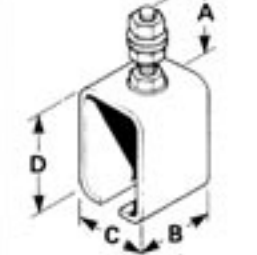
No. 4 or 4A

Fig no.	A	B	C	D	E	Bolt
• 4A/290	2 <sup>5</sup> / <sub>8</sub>	-	1 <sup>7</sup> / <sub>8</sub>	3	2 <sup>3</sup> / <sub>8</sub>	5/16
• 4A/301	3 <sup>3</sup> / <sub>4</sub>	-	3	4 <sup>5</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>4</sub>	1/2
• 4A/305	5 <sup>3</sup> / <sub>8</sub>	-	3 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>8</sub>	5/8
* 4/307/S	6 <sup>1</sup> / <sub>4</sub>	-	3 <sup>3</sup> / <sub>8</sub>	7 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	5/8



No. 4/301S

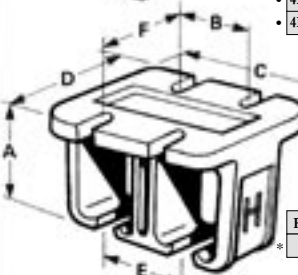
Fig no.	A	B	C	D	E	Bolt
* 4/301S	3 <sup>1</sup> / <sub>16</sub>	-	1 <sup>3</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>4</sub>	1/2



No. 4R

Fig no.	A	B	C	D	Bolt
• 4R/280S	1 <sup>5</sup> / <sub>16</sub>	2	1 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>8</sub>	3/8
• 4R/290/S	1 <sup>1</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>16</sub>	1 <sup>3</sup> / <sub>8</sub>	2 <sup>1</sup> / <sub>16</sub>	3/8
• 4R/301/S	2 <sup>1</sup> / <sub>16</sub>	2 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>16</sub>	3 <sup>1</sup> / <sub>16</sub>	1/2
• 4R/305/S	2 <sup>1</sup> / <sub>16</sub>	3	2 <sup>1</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>32</sub>	5/8
• 4R/307/S	2 <sup>1</sup> / <sub>16</sub>	3	3 <sup>3</sup> / <sub>16</sub>	4 <sup>9</sup> / <sub>32</sub>	3/4

\*R Bracket body without bolt (suffix SR) is also available for welding track to steel structure eg 4R/301 SR.



No. 6

Fig no.	A	B&E	C	D	F	Bolt
* 6/301	3 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>8</sub>	6	5	3 <sup>5</sup> / <sub>8</sub>	3/8



No. 8

Fig no.	A	B	C	D	E	F	Bolt
* 8/301/S	3 <sup>3</sup> / <sub>8</sub>	5	7	4 <sup>3</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>8</sub>	3 <sup>3</sup> / <sub>8</sub>	1/2