CU41 SCHEMATIC - CORD DRAWN - 4 CHANNEL - 1 WAY STACK		
ITEM NO.	DESCRIPTION	QUANTITY
1	Aluminium Profile - 4 Channel	1
2	End Cap Operation	2
3	End Cap Operation - Small Cord Wheel - Control End	2
4	End Cap Operation - Large Cord Wheel - Idle End	1
5	Panel Baserail	4
6	Panel Baserail End Caps	8
7	Roller Car - One Side	6
8	Roller Car - Two Side	2
9	Towing Sledge	2
10	Locking Ring for Towing Sledge	2
11	Nut & Bolt for Panel Fixing	3
12	Braided Cord - 2.1mm	1
13	Installation Key - 2-3-4 Channel Rail	5

CU41 MANUFACTURING MANUAL - CONTENTS		
SECTION	DESCRIPTION	PAGE NO.
PART A	CUTTING SPECIFICATIONS	2-3
PART B	ASSEMBLY	4-11
PART C	INSTALLATION	12
PART D	1 WAY STACK - CONFIGURATIONS	13-14

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INSTRUCTIONAL GUIDELINES

FOR INSTRUCTIONAL PURPOSES THE FOLLOWING OPTIONS HAVE BEEN SPECIFIED

- Aluminium Rail - 4 Channel
- Control Type - Cord Drawn
- Control Side - Right Hand
- Stacking Side - Right Hand
- Operation Type - 1 Way Stack
- Blind Width - 2200mm
- Blind Drop - 2700mm
- Panel Overlap - 70mm **Note: Minimum Panel Size which can be Manufactured is 70mm**
- Fixed Panel in the last Channel when facing the front of the blind

Note: It is recommended that panel widths fall between 500 - 800mm. This factor and also the surface area available for installation will dictate the Aluminium Rail and the number of panels chosen for each installation.

STEP 1 - CUTTING OF ALUMINIUM PROFILE

- Once the finished Blind Width has been established (2200mm) the Aluminium Rail may be cut

BLIND WIDTH - 2200mm

- Allowances for End Caps must be taken into account when cutting the Aluminium Rail

END CAP - 20mm

- Therefore the following applies:

Blind Width	2200mm
Subtract 2 End Caps	40mm
Equals Aluminium Rail Size	**2160mm**

ALUMINIUM RAIL WIDTH - 2160mm

STEP 2 - ESTABLISHING PANEL WIDTH

- Taking into account the finished Blind Width (2200mm) & the specified Panel Overlaps (70mm) the Panel Baserail widths can be established with the following formula:
- Blind Width + Number of Panel Baserail Overlaps = Panel Baserail Widths
- In a 4 Channel Profile with 4 Panel Baserails there are 3 Overlaps as shown below

OVERLAP 1 2 3

- Therefore the following applies:

Blind Width	2200mm
Add No. of overlaps (3 x 70mm)	210mm
Divided by No. of Panels	4
Equals Panel Width	602**mm**

STEP 3 - CUTTING OF PANEL BASERAIL

- Before the Panel Baserails are cut to size, deductions must be taken into account for the Baserail End Caps. They are as follows:

End Cap & Screw - 4mm
2 End Caps per Panel - 8mm

- Therefore the following applies:

Panel Width	602mm
Subtract 2 Caps & Screws	8mm
Equals Baserail Size	**594mm**

BASERAIL WIDTH - 594mm

Note: The Panel Baserails may also be used as the Bottomrail therefore for this example twice the amount of Baserails are required.

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STEP 4 - CUTTING OF FABRIC

FABRIC WIDTH

The fabric width will be determined by the Panel Baserail width which has already been established in Step 3 of the Cutting Specifications.

- In this example a Panel Baserail width of 594mm was specified. A further 2mm must be deducted from this Baserail width so as to arrive at your fabric width. This 2mm deduction is due to each End Cap on the Baserail intruding either end of the Rail by 1mm.

STEP 4 (CONT) - CUTTING OF FABRIC

FABRIC DROP

When calculating the fabric drop 3 factors must be taken account.

- Firstly the allowance for the Aluminium Profile & Installation Keys:

Recess Fit Installations - 24mm **Face Fit Installations - 26mm**

ALLOWANCE FOR ASSEMBLED PROFILE - 24mm / 27mm

Note: Measurement is taken from the top of the Installation Key to the top of the Panel Baserail.

- Secondly the allowance for the Panel Baserail & Bottomrail and also the allowance for the fabric which is attached to the spline inside the Panel Baserail & Bottomrail

Note: The Panel Baserail & Bottomrail uses a 9mm Flat Spline when inserting the fabric into both rails. For this example we are using the Panel Baserail as the Bottomrail also.

- Finally the allowance made for the bottom of the blind to the floor which can vary from anywhere between 5-15mm. **For this example we will deduct 10mm.**

Therefore: **Fabric Drop =**

Blind Drop	2700mm
Subtract Profile Allowance	24mm
Subtract Panel Height	23mm
Subtract Bottomrail Height	23mm
Subtract Floor Allowance	10mm
Add Panel Internal Fabric	24mm
Add Bottomrail Internal Fabric	24mm
Equals FABRIC DROP	**2668mm**

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STEP 1 - PANEL BASERAIL ASSEMBLY

- The first step in assembling the Panel Baserails is to drill the insert holes on each end of the Baserail so the Baserail End Caps prongs may lock in.

- Have the Roller Car Channel of the Panel Baserail facing upwards & fixed in either a vice or holding block so the drill holes can be made.

- Using a 3.0mm drill bit, drill a hole 8mm (to centre) in from each end of the Panel Baserail.

- Once all the Baserails are complete with drill holes do not fix the Panel Baserail End Caps on them as the Roller Cars need to be installed on the extrusion first.

STEP 2 - PANEL BASERAIL ASSEMBLY

- Once all drill holes have been prepared on the Panel Baserails placement of the Roller Cars may commence.
- There are two types of Roller Cars, One Side & Two Side versions as shown below:

Rolling Car - One Side

Rolling Car - Two Side

- The Roller Cars are installed on the Panel Baserail extrusion by sliding them through the Roller Car Channel as shown below:

NOTE: The first and last Panels always use One Sided Roller Cars. All Middle Panels are fixed with both a One Sided & Two Sided Roller Car.

- The first Baserail to install the Roller Cars on will be on the one which acts as the fixed Panel on the Aluminium Profile. This Panel will be placed in the last channel on the Aluminium Profile.
- The Fixed Panel when eventually installed in the Channel must finish flush with the Aluminium Profile End Cap as shown below:

Bottom View

Front View

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STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

PANEL 1

- As stated previously only One Sided Roller Cars are installed on the fixed panel. Therefore ensure the Roller Car leg is on the face side of the Baserail which will face the front of the blind.

- Slide the Roller Car 36mm in from the End of the Baserail extrusion using the centre of the Roller Car leg as your marking point. Then fix the Roller Car into position with a phillips head screwdriver. It is set at 36mm so that it does not interfere with the End Cap whilst still ensuring the panel finishes flush on the end.

- For this example as we are using an 70mm Panel overlap the Second One Sided Roller Car is required to be fixed 23mm in from the opposite end on the Panel Baserail as this will create the desired overlap.

PANEL 2

- The second Panel will use a One Sided Roller Car and a Two Sided one. First fix the Two Sided Roller Car into position 39mm in from the end of the Baserail once again. Then on the opposite side fix the One Sided Roller Car 20mm in.

STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

PANEL 3

- The third Panel will also use a One Sided Roller Car and a Two Sided one. First fix the Two Sided Roller Car into position 42mm in from the end. Then on the opposite side fix the One Sided Roller Car 17mm in.

PANEL 4

- The leading panel (front panel) will only use One Sided Roller Cars. The first Roller Car is to be fixed 45mm in and the leg must be facing the back face of the Panel Baserail. Then on the opposite side fix the other One Sided Roller Car 40mm from the end. This leg must be facing the front face of the Panel Baserail so it does not interfere with the other Roller Car legs and by being fixed 40mm in it also doesn't interfere with the End Cap. This leg can either be cut off or used to hook a wand on when a Wand Control is being manufactured.

Note: The Panel Overlap is taken from End Cap Screw to End Cap Screw as detailed below.

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STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

ROLLER CAR INSTALLATION - 70mm Overlap

2 CHANNEL / 2 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	23	40			
RH SIDE OF PANEL	36	39			
3 CHANNEL / 3 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	23	20	40		
RH SIDE OF PANEL	36	39	42		
4 CHANNEL / 4 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	23	20	17	40	
RH SIDE OF PANEL	36	39	42	45	
5 CHANNEL / 5 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	23	20	17	14	40
RH SIDE OF PANEL	36	39	42	45	48
2 CHANNEL / 2 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	**36**	39			
RH SIDE OF PANEL	**23**	40			
3 CHANNEL / 3 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	36	39	42		
RH SIDE OF PANEL	23	20	40		
4 CHANNEL / 4 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	36	39	42	45	
RH SIDE OF PANEL	23	20	17	40	
5 CHANNEL / 5 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	36	39	42	45	48
RH SIDE OF PANEL	23	20	17	14	40

STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

ROLLER CAR INSTALLATION - 80mm Overlap

2 CHANNEL / 2 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	33	40			
RH SIDE OF PANEL	36	39			
3 CHANNEL / 3 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	33	30	40		
RH SIDE OF PANEL	36	39	42		
4 CHANNEL / 4 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	33	30	27	40	
RH SIDE OF PANEL	36	39	42	45	
5 CHANNEL / 5 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	33	30	27	24	40
RH SIDE OF PANEL	36	39	42	45	48
2 CHANNEL / 2 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	36	39			
RH SIDE OF PANEL	33	40			
3 CHANNEL / 3 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	36	39	42		
RH SIDE OF PANEL	33	30	40		
4 CHANNEL / 4 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	36	39	42	45	
RH SIDE OF PANEL	33	30	27	40	
5 CHANNEL / 5 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	36	39	42	45	48
RH SIDE OF PANEL	33	30	27	24	40

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STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

ROLLER CAR INSTALLATION - 90mm Overlap

2 CHANNEL / 2 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	43	40			
RH SIDE OF PANEL	36	39			
3 CHANNEL / 3 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	43	40	40		
RH SIDE OF PANEL	36	39	42		
4 CHANNEL / 4 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	43	40	37	40	
RH SIDE OF PANEL	36	39	42	45	
5 CHANNEL / 5 PANEL 1 WAY - RH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	43	40	37	34	40
RH SIDE OF PANEL	36	39	42	45	48
2 CHANNEL / 2 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**			
LH SIDE OF PANEL	**36**	39			
RH SIDE OF PANEL	**43**	40			
3 CHANNEL / 3 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**		
LH SIDE OF PANEL	36	39	42		
RH SIDE OF PANEL	43	40	40		
4 CHANNEL / 4 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	
LH SIDE OF PANEL	36	39	42	45	
RH SIDE OF PANEL	43	40	37	40	
5 CHANNEL / 5 PANEL 1 WAY - LH STACK	**PANEL 1**	**PANEL 2**	**PANEL 3**	**PANEL 4**	**PANEL 5**
LH SIDE OF PANEL	36	39	42	45	48
RH SIDE OF PANEL	43	40	37	34	40

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STEP 2 (CONT) - PANEL BASERAIL ASSEMBLY

- Once all the Panel Baserails have the Roller Cars fixed into position the End Caps may be installed. Please note there are both LH and RH caps which are determined by the position of the fixing screw hole. Ensure that the End Cap prong engages the drill hole.

NOTE: It is recommended to align the Panel Baserails into the extrusion to ensure all overlaps have been accurately measured before proceeding to the next step.

STEP 3 - END CAP OPERATION ASSEMBLY

- The next stage of assembly is to prepare the Aluminium Profile End Caps. Each End Cap is fixed with either Small or Large Cord Loop Wheels as shown below

- The End Cap which will act as the control side will always use 2 Small Cord Loop Wheels. The End Cap on the Opposite side the Idle End Side will use always use 1 Large Cord Loop Wheel. For this example due to the leading Panel being at the front of the Blind both Small & Large wheels need to be installed in the front sections of each End Cap as Shown below.

Idle End Side - Large Cord Wheel

Control Side - Small Cord Wheels

STEP 4 - CONTROL CORD ASSEMBLY

- It is recommended that a 2.1mm Cord with a core is used on this system.
- To determine the length of the cord required the following formula is used.

Cord Length = 2 x Blind Width + 2 x Control Height

STEP 4 (CONT) - CONTROL CORD ASSEMBLY

- Once the Control Cord is cut to size the next step is to feed the cord through the appropriate channels on the Aluminium Profile keeping in mind that this is a Right Hand Control & Right Hand Stacking Blind.
- As the front Panel is the leading Panel this means that the front 2 Cord Channels of the Aluminium Profile must have the cord inserted.

- Before passing the Cord through the Channels on the profile ensure the cord is passed through the End Cap on the Control Side. This loop pertruding out of the End Cap will form the Control Cord.

TOP VIEW

BOTTOM VIEW

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STEP 4 (CONT) - CONTROL CORD ASSEMBLY

- At the other End of the Aluminium Profile the 2 Ends of the Cord should be sitting outside the Rail & Looped around the Large Cord Loop Wheel in the End Cap on the Idle End Side ready to have the Towing Sledges attached.

TOP VIEW

STEP 5 - TOWING SLEDGE ASSEMBLY

- With the Cord now located in the channels of the Aluminium Profile and End Caps, assembly of the cord into the Towing Sledges may commence.

- Firstly at the end of each cord attach the Towing Sledge Locking Ring by passing the cord through the ring as shown:

- Then tie a single knot at the end of the cord and fasten the Locking Ring with the screw provided to ensure the cord cannot slip through the Ring.

STEP 5 (CONT) - TOWING SLEDGE ASSEMBLY

- Both ends of the Cord with Locking Rings attached may now be inserted into the Towing Sledges.

- Ensure that when the Cord & Lock Screw is placed into the Towing Sledge that the screw head is facing the correct way to so it does not interfere with the operation along the Channel of the Aluminium Profile detailed below.

Towing Sledge

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STEP 6 - ALUMINIUM PROFILE ASSEMBLY

- The Aluminium Profile is now ready for the Panel Baserails to be inserted into the channels.
- Begin with the Fixed Panel Baserail which is inserted along the back channel of the Alumin Profile.
- Ensure that as you are sliding the Panel Baserail into the Channel you also slide the Nuts and Bolts on. These Nuts & Bolts will fix the Panel in place. For fixed Panels 2 Nuts & Bolts are required, and always installed on the inside of each Roller Car as shown below.

- The Nut & Bolt must be inserted in the Channel with the Nut Head facing the outside of the Aluminium Profile.

BOTTOM VIEW

- When sliding in the first Baserail only engage the first Roller Car and both Nuts and Bolts. Before the Second Roller Car on the first baserail is inserted into the rail engage the second Panel Baserail as shown below:

- Repeat this process when sliding in the third Baserail into the Aluminium Profile as shown below:

STEP 6 (CONT) - ALUMINIUM PROFILE ASSEMBLY

- Once again repeat this process for the Final Panel Baserail but at the same time inserting the two Towing Sledges.

- When sliding the Towing Sledges into the Aluminium Profile ensure they are located as shown below.

TOWING SLEDGE

- Once all the Panel Baserails are located in the Aluminium Profile the End Caps may be fixed in.

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STEP 7 - FIXING NUTS & BOLTS

- With the Panel Baserails & End Caps engaged in the Aluminium Profile the Fixing Nuts & Bolts can be tightened in place. Firstly tighten the two Nuts & Bolts on the Fixed Panel. When doing this ensure the Panel finishes flush with the End Cap.
- The Nut & Bolt in front of the Leading Panel can then be fixed. This Nut & Bolt ensures the Leading Panel will not dislodge the End Cap off the Aluminium Profile.

NOTE: It is recommended that a Flat Head Screwdriver with a 3mm Wide Head is used to tighten the Nuts & Bolts. This should be done from the back face of the Baserail so that any scratches caused when tightening are not visible.

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STEP 1 - FIXING INSTALLATION KEYS

- Once the type of installation has been established being either Face or Recess Fix, the Installation Clips may be installed onto the wall or ceiling.
- **Please note it is recommended that every 1000mmm to 1200mm an Installation Key is required.**
- For this example we have used a Recess Fix application and 2-3-4 Channel Installation Keys

- As detailed above ensure that the arms of each Installation Key are facing the same direction and towards the back of the Assembled Track.

STEP 2 - INSTALLING TRACK

- Once the Installation Keys are positioned correctly, the Assembled Track may be installed.
- The Installation Keys must be engaged in the Fixing Channel section of the Aluminium Profile which is located on the back section of the Rail.

- Once located in the Fixing Channel rotate each of the Installation Keys in the direction detailed above until each arm locks against the lip of the Aluminium Profile shown below.

STEP 3 - INSERTING FABRIC INTO PANEL

- With the track now installed into position the final assembly of the fabric may be completed.
- First remove one end cap from each of the Panel Baserails.
- Insert the faric as detailed below using a 9mm Flat Spline attached to the Fabric and slide along Panel Baserail into position.

- Once the Fabric has been inserted into position replace the end cap and fasten the end cap screw.

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1 WAY STACK - CONFIGURATIONS

NOTE: Depending on the number of channels, each Aluminium Rail will have a different configuration as to where the Cord and Towing Sledges can be located. Below we have listed the options available for 1 Way Stack Cord Operated Tracks.

OPTION 1:

- 2 CHANNEL
- 2 PANELS - 1 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 2:

- 2 CHANNEL
- 3 PANELS - 2 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 3:

- 3 CHANNEL
- 3 PANELS - 1 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 4:

- 3 CHANNEL
- 3 PANELS - 1 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 5:

- 4 CHANNEL
- 4 PANELS - 1 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

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1 WAY STACK - CONFIGURATIONS

NOTE: Depending on the number of channels, each Aluminium Rail will have a different configuration as to where the Cord and Towing Sledges can be located. Below we have listed the options available for 1 Way Stack Cord Operated Tracks.

OPTION 6:

- 4 CHANNEL
- 8 PANELS - 2 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 7:

- 5 CHANNEL
- 5 PANELS - 1 FIXED
- STACKING - LH or RH
- CONTROL - LH or RH

OPTION 8:

- 5 CHANNEL
- 10 PANELS - 2 FIXED
- STACKING - LH & RH
- CONTROL - LH or RH

KEY:	Fixed Panel
	Moving Panel

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