SYG | SEAL YOUR GARAGE

INSTALLATION GUIDE

BOTTOM SEAL INSTALL

Screws straight over the old track



For Seal Your Garage bottom seal kits on sectional (panel lift) and roller doors. Shown here on a sectional door.

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PREFER TO WATCH?

Scan to watch the video version of this guide.

sealyourgarage.com.au/pages/install-guides

BEFORE YOU START

IN THE KIT

- **Bottom seal tracks** (also called carriers or retainers)
- **80 mm UV-stabilised rubber seal:** 3 m in the single door kit, 6 m in the double
- **Screws:** 10 for a single door, 20 for a double. That's enough for roughly 450 mm spacing.

QUICK CHECKS

- [ ] Everything in the kit is there.
- [ ] Find the end of the door with a gap between the wall and the door guide. That's where the rubber goes in. No gap at either end? See page 4.
- [ ] The floor under the door is clear, with room to work.

TOOLS YOU'LL NEED

- [ ] Drill or impact driver, with a driver bit to suit the kit screws
- [ ] Tape measure
- [ ] Pencil or marker
- [ ] Angle grinder with a metal cutting disc (or a hacksaw)
- [ ] Sharp Stanley knife (or a strong pair of scissors)
- [ ] Broom or brush
- [ ] Safety glasses and ear protection

NICE TO HAVE

- [ ] A second person to help feed the rubber in
- [ ] Work gloves

SAFETY FIRST

- If your door has an opener, switch it off at the wall once the door is at working height, so nobody can close the door while you're working under it.
- Wear safety glasses and ear protection when you cut the track. Cut outside and away from cars: hot metal shavings can mark the paint.
- Cut ends are sharp until they're deburred. Gloves help.
- Pick up any dropped screws. Left on the floor, they end up in your car tyres.

GOOD TO KNOW

- **No need to remove the old track.** The new one screws straight over the top of it. You can remove it if you'd prefer: once it's off, check our track is compatible with the extrusion on the bottom of your door. Not sure? Email us a photo.
- **It's a lot easier with two people,** but you can do it on your own.
- **Don't stretch the rubber.** Fitted under tension, it shrinks back in the sun and leaves gaps at the ends.

THE JOB AT A GLANCE

1. **Remove the old rubber**
2. **Fit the new tracks**
3. **Cut the short length**
4. **Slide in the rubber**
5. **Relax & trim the rubber**
6. **Check for light**

STEP 1 OF 6

1 REMOVE THE OLD RUBBER

1. **Open the door.** Line up the ends of the old tracks with the gap between the wall and the door guide.
2. **Slide the old rubber out** of the tracks.
3. **Give it a quick sweep** to clear the dirt and spider webs from underneath, so it's nice and clean.



Line the track ends up with the gap by the door guide.



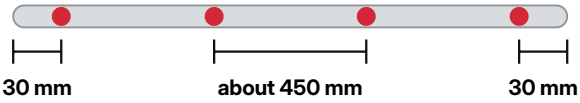
Sweep out the dirt and spider webs.

STEP 2 OF 6

2 FIT THE NEW TRACKS

1. **Lower the door to about shoulder height.**
2. **Leave the old carrier on.** The new track screws straight over the top of it. If you've removed it, check page 2 before you fit the new track.
3. **Start at the end with no gap.** The rubber goes in later from the end that has one.
4. **Pre-start a screw about 30 mm in from the end** of the track. It's easiest with the track upside down on the ground.
5. **Screw the track up into the bottom of the door,** with 4–5 screws evenly spaced along each track.
6. **Screw close to the ends of each track.** Less pivot means the joints line up.
7. **Don't over-tighten the screws,** or you'll strip them.

SCREW SPACING · EACH TRACK

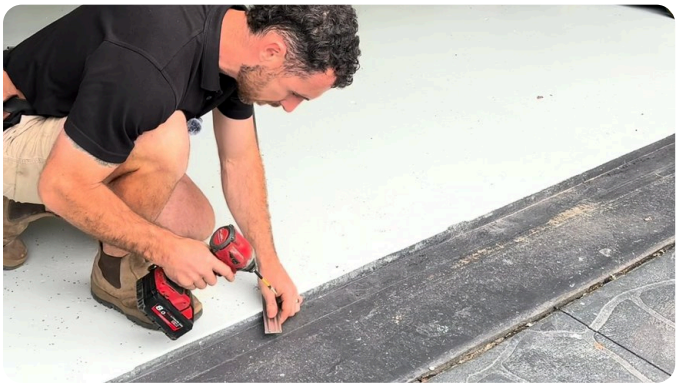


4–5 screws per track, evenly spaced. Not to scale.

IMPORTANT

THE TRACK JOINTS MUST LINE UP PERFECTLY

If they don't, you'll struggle to slide the rubber in.



Pre-start the screw 30 mm in, track upside down.



Screw the new track straight over the old carrier.

STEP 3 OF 6

3 CUT THE SHORT LENGTH

1. **With the full-length tracks on, measure the gap that's left.** Hook your tape onto the end of the last track. (Ours came to 366 mm.)
2. **Mark the track and cut it to length** with the grinder (or a hacksaw).
3. **Deburr the cut end.** Use the blunt side of your knife to get the little burrs out from inside the track. If you don't, the rubber won't slide in easily.
4. **Dry fit it, then fix it off.** Screw close to the end to minimise the pivot point, so the joint lines up.

CAREFUL

WEAR EYE AND EAR PROTECTION WHEN YOU CUT

And cut away from cars: hot metal shavings can mark the paint.



Hook the tape onto the last track and measure.



Cut the short length to size.



Deburr the cut end with the back of your knife.

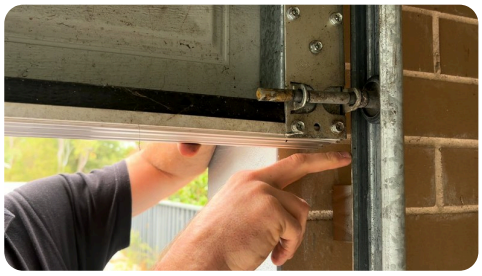


Screw close to the end so the joint lines up.

TIP: NO GAP AT THE END?

If neither end of your door has a gap for the rubber:

1. **Punch the end screw in from below** to make the hole. Make sure you'll be able to fix it from the top.
2. **Take the screw back out** and tilt the end of the track off to the side. **Always leave the screw at the pivot point in** (the next one along), so it holds the track to the door while you slide the rubber in.
3. **Slide the rubber in.**
4. **Put the screw back in from the top.** You're good to go.



This door has the gap, so it didn't need this.

STEP 4 OF 6

4 SLIDE IN THE RUBBER

1. **Start the rubber in the track at the end with the gap.**
2. **Shape the rubber to the track before you slide it in,** so it goes in easier and doesn't catch.
3. **With two people it's a lot easier:** one guides it in while the other pulls it through. You don't have to push.
4. **On your own?** Feed it in as much as you can, and when it starts to bunch, pull it through. Rinse and repeat.



Start it at the end with the gap.



Shape it to the track as you go.



On your own: pull it through.

STEP 5 OF 6

5 RELAX & TRIM THE RUBBER

1. **Go along the door and make sure the rubber is relaxed,** not under tension.
2. **Line the rubber up with the end of the track** at one end. Tucked inside the brickwork, it overlaps there too.
3. **Trim the other end** with a sharp Stanley knife or a pair of scissors. Give it a nice clean cut.

IMPORTANT

DON'T STRETCH THE RUBBER

Under tension, the sun shrinks it back to its original size and leaves 100–200 mm gaps at the ends.



Line it up with the track end, inside the brickwork.



Trim the other end with a sharp knife or scissors.

STEP 6 OF 6

6 CHECK FOR LIGHT

1. **Switch the opener back on** if you turned it off.
2. **Close the door** and check it closes properly.
3. **Check there's no light coming through underneath.** No light means you're sealed.



Door closed: no light coming through underneath.

TROUBLESHOOTING

The rubber catches or won't slide in. Check the track joints line up perfectly (screw close to the track ends), that the cut end is deburred, and that you shape the rubber to the track as you feed it in.

There's no gap at the end of the door to feed the rubber in. See the tip on page 4.

The door reverses or won't close fully. The opener may need its limit or force settings adjusted after a new seal goes on. Follow your opener's manual, then test its safety reverse. Not sure how? Contact us.

There's light at one end. Check the rubber runs right to the end of the track at both ends, and that it was relaxed, not stretched, when you trimmed it.

WARRANTY

10-year warranty on our brush and rubber seals against any manufacturing defects.

NEED A HAND?

Email **info@sealyourgarage.com.au**. Photos of your door help us help you.

Rather not DIY? We install in Sydney, Melbourne and Brisbane: **sealyourgarage.com.au/collections/installation**

WATCH THE VIDEO

sealyourgarage.com.au/pages/install-guides

SEAL THE TOP AND SIDES TOO

Our brush seal kits seal the gaps around the top and sides of your door, with the same 10-year warranty.

Sectional (panel lift) doors: **sealyourgarage.com.au/collections/sectional-garage-door-seal-kits**
Roller doors: **sealyourgarage.com.au/collections/roller-garage-door-seal-kits**

These instructions are general guidance. If you're unsure whether the kit suits your door, contact us before you start.
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