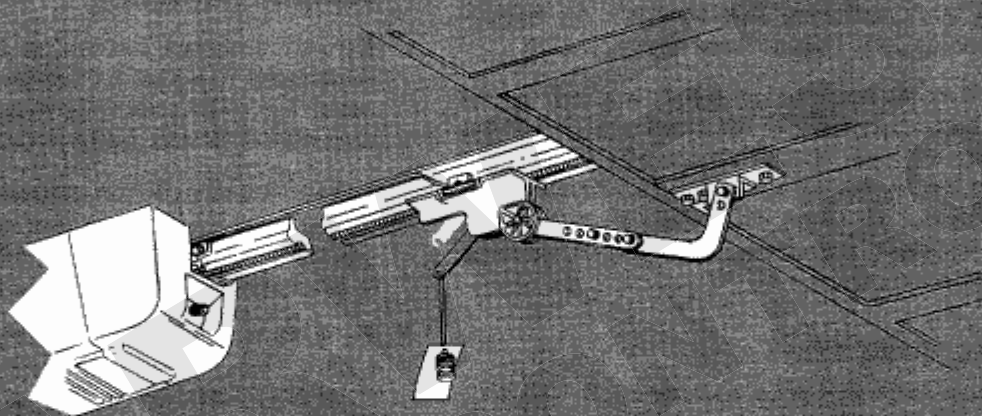


STANLEY

stanley-garage-opener.com

GARAGE OPENER PARTS SUPER STORE

OWNER'S MANUAL SCREW DRIVE



GARAGE DOOR OPENERS

FOR TRACKED AND TRACKLESS TYPE
GARAGE DOORS

- DO NOT THROW THIS MANUAL AWAY.
Keep in a safe location for future reference.
- Do not connect to power until instructed to do so.
- Do not run door opener until completely installed.
- Door opener will not operate until beam sensor is installed and properly aligned.
- For your protection, wear safety glasses.

Read and follow ALL instructions carefully.

For technical questions or to place orders by phone, please call us at (800)849-3998 Mon-Fri 9am-5pm & Saturdays 9am-1pm Pacific Time, international calls use (818)725-7125

021.0303D

Important Installation Instructions

Dear Homeowner,

Please take a moment to read the following **IMPORTANT INSTALLATION INSTRUCTIONS** prior to beginning assembly and installation of your new garage door opener.



THIS CAUTION SYMBOL APPEARS PERIODICALLY THROUGHOUT THIS MANUAL. IT WILL IDENTIFY IMPORTANT SAFETY INSTRUCTIONS.

- These safety instructions must be followed to persons installing, using or in the vicinity of the garage door or garage door opener.

A. BE SURE TO READ AND FOLLOW ALL INSTALLATION INSTRUCTIONS.

B. INSTALL THE GARAGE DOOR OPENER ONLY ON A PROPERLY BALANCED AND LUBRICATED GARAGE DOOR. AN IMPROPERLY BALANCED DOOR COULD CAUSE SEVERE INJURY.

LUBRICATE YOUR DOOR BY APPLYING A LIGHT OIL OR SILICONE LUBRICANT TO THE DOOR HINGES, MOUNTING HARDWARE AND THE ROLLER BEARINGS. YOUR DOOR SHOULD MOVE FREELY BY HAND WITHOUT STICKING OR BINDING. DO NOT APPLY OIL OR GREASE TO THE ROLLER TRACKS. CONDUCT DOOR BALANCE TEST BEFORE BEGINNING INSTALLATION.

DOOR BALANCE TEST

Raise your door to its mid-point and release it. The door should remain in this position without moving up or down.

If the door is moved to the 3/4 open position and released, it should remain in place or move slowly to the fully open position.

If the door is moved to the 3/4 closed position and released, it should remain in place or move slowly to the fully closed position.

If the door fails any of these three door tests, the springs may be out of adjustment. **Have a qualified service person make repairs to cables, spring assemblies and other hardware before installing the opener.** Some parts are under **EXTREME** tension at times and can cause serious injury if improperly handled.

C. REMOVE ALL ROPES AND REMOVE OR MAKE INOPERATIVE ALL LOCKS CONNECTED TO THE GARAGE DOOR BEFORE INSTALLING OPENER. ACCIDENTAL ENGAGEMENT OF DOOR LOCKS MAY RESULT IN DAMAGE TO DOOR OR OPENER AND POSSIBLE PERSONAL INJURY.

D. IF POSSIBLE, INSTALL DOOR OPENER 7 FEET OR MORE ABOVE THE FLOOR. THIS MAY NOT BE POSSIBLE WITH MOST ONE-PIECE DOORS. IN THIS CASE INDIVIDUALS OVER 6 FEET SHOULD BE ALERT TO THIS POTENTIAL OBSTACLE WHILE IN THE GARAGE.

E. MOUNT THE RED EMERGENCY RELEASE KNOB 6 FEET ABOVE THE FLOOR. IT SHOULD BE REACHABLE BY ADULTS IN THE HOUSEHOLD TO ALLOW MANUAL USE OF THE GARAGE DOOR IN AN EMERGENCY.

F. DO NOT CONNECT OPENER TO POWER SOURCE UNTIL INSTRUCTED TO DO SO. EXTENSION CORDS SHOULD NOT BE USED. THE OPENER MUST BE PLUGGED INTO A PROPERLY-GROUNDED 120 VOLT THREE-PRONG OUTLET.

G. LOCATE THE PUSHBUTTON CONTROL BUTTON WITHIN SIGHT OF THE DOOR AND AT A MINIMUM HEIGHT OF 5 FEET ABOVE THE FLOOR SO SMALL CHILDREN CANNOT REACH IT. MOUNT IT AWAY FROM ALL MOVING PARTS OF THE DOOR.

H. BE SURE TO INSTALL THE ENTRAPMENT WARNING LABEL NEXT TO THE CONTROL BUTTON. READ THE CONTROL ADJUSTMENT WARNING LABEL ON THE REAR OF THE OPENER AND ALSO THE EMERGENCY RELEASE TAG, WHICH IS INSTALLED ON THE EMERGENCY RELEASE CORD OF THE TRAVELER.

I. AFTER INSTALLING DOOR OPENER, THE DOOR MUST REVERSE WHEN IT COMES IN CONTACT WITH A 1-1/2 INCH HIGH OBJECT (OR A 2 BY 4 BOARD LAID FLAT ON THE FLOOR). CHECK THE SAFETY REVERSING MECHANISM OFTEN (ONCE A MONTH IS RECOMMENDED) TO ENSURE IT REVERSES WITH A MINIMUM AMOUNT OF FORCE. **THIS MUST BE RETESTED ANY TIME AN ADJUSTMENT IS MADE TO THE DOOR ARM, FORCE ADJUSTMENTS, OR CLOSE POSITION ADJUSTMENT.**

J. IF DAMAGE TO ANY MECHANICAL DRIVE OR STRUCTURAL COMPONENT OF UNIT IS OBSERVED DISCONTINUE USE AND CONTACT AN AUTHORIZED DEALER OR THE CONSUMER SERVICE DEPARTMENT IMMEDIATELY. NEVER OPERATE THE OPENER IF THE SYSTEM IS NOT FUNCTIONING PROPERLY OR IF IT WILL NOT REVERSE OFF OF A 1-1/2 INCH HIGH OBJECT.

Features

CONTROLS

Your new garage door opener offers momentary control. To operate the door simply press either the handheld transmitter button or the wall-mounted pushbutton for one to two seconds and the door will automatically open or close. The opener can be stopped during any portion of the opening or closing cycle by pressing either of the buttons. The next time the button is pressed, the opener will restart the door in motion in the opposite direction.

OBSTRUCTION SENSING

When properly adjusted, the door will automatically reverse if it senses an obstruction during the closing cycle. This system will also stop the door if it hits an obstacle when opening.

SAFE-T-CYCLE™

This electronic system will reverse the door in 30 seconds or less if the door is unable to travel to the fully closed position. This feature provides automatic reversing should other systems fail to operate and the door does not fully close.

SMART FLASH™

Lights on opener flash at different rates to indicate operating conditions or problems. (See Page 25).

FORCE ADJUSTMENTS

Independent OPEN and CLOSE dials allow you to select the minimum required opening and closing force.

EMERGENCY RELEASE

Your door opener is equipped with an emergency release device. In the event of a power failure, pull the knob on the pull cord straight down. This will allow you to manually open or close the door. When power has been restored, gently pull the disconnect cord toward the power unit (away from the door) allowing the traveler to engage with the screw, but **MAKING SURE** the traveler is positioned between the OPEN and CLOSE limit switches. By pressing either the transmitter or pushbutton, the opener will now operate normally.

SAFE-T-MONITOR™

The Safe-T-Monitor is a dynamic obstruction detection device that continuously monitors the amount of force required to move the garage door, and automatically adjusts the obstruction detection level in addition to the homeowner adjustable force levels. This safety system provides an additional level of protection indicating our commitment to safe garage door operation.

CONTROL CONNECTIONS

All opener models are provided with screw terminals for the attachment of a wall-mounted pushbutton or four-function wall console. The console includes a pushbutton, worklight switch, vacation switch, and pedestrian light. Some models are provided with a pushbutton only, but **ALL MODELS** can be connected to the four-function wall console which is sold separately.

Specifications

Voltage Required: 120 Volts a.c.
60 cycle
Single Phase

A grounded, three (3) hole electrical outlet is required.

Motor Specs: Permanent Split Capacitor -Internal
Automatic Overload Reset

WARNING - FIRE AND ENTRAPMENT PROTECTION

Overload Protection: Motor is equipped with automatic thermal overload device to reduce risk of fire as required by U.L. 2111. This prevents the motor from operating if overheated. **THERMAL OVERLOAD WILL TEMPORARILY DEFEAT AUTOMATIC REVERSING FUNCTIONS. USE MANUAL DISCONNECT TO OPEN DOOR IN CASE OF THERMAL OVERLOAD.** Motor will cool after 5 to 10 minutes and operation will resume.

Current Required: 7 AMPS

Opener Length: 11 Feet - 8 Inches
From end of rail assembly to rear of power unit.

Minimum Head Room Required: 2 Inches (Tracked Doors)
6 Inches (Trackless Doors)

Average Door Speed: 6 Inches per second

Maximum Door Size: 18 Ft. Wide / 8 Ft. High

Door Terminology



WARNING: This garage door opener is intended for use on one of the types of doors shown below **ONLY**. It is **UNSAFE** to attempt installation on any other type of door or moving mechanism.

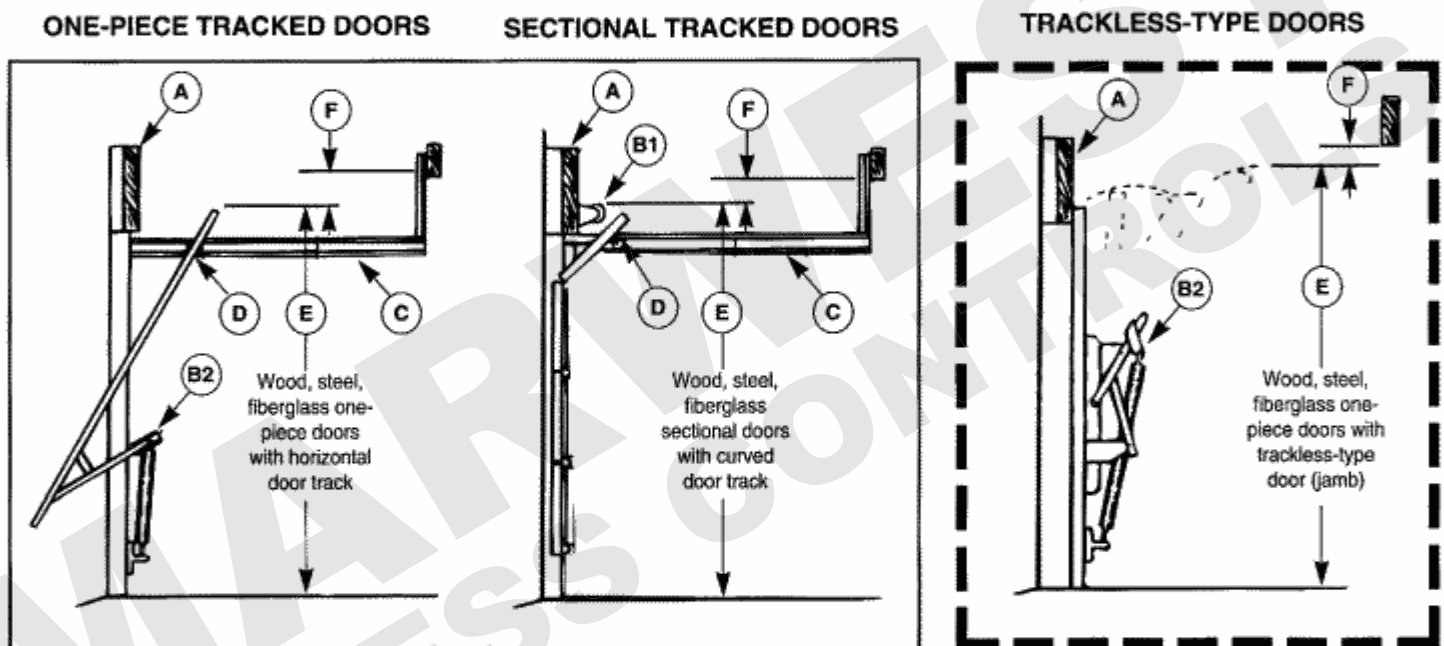
Use the illustrations on this page to determine the major components of your garage door. It is suggested that before you begin with assembly, you review the procedure for securing the power unit outlined on page 13. This will help you plan out, ahead of time, a means of securing the power unit.

TRACKED DOORS:

These doors have metal tracks and rollers that guide the door during opening and closing. Installation is similar for both one-piece and sectional tracked doors.

TRACKLESS DOORS:

These doors do not use metal guides and rollers. Trackless doors will require **SPECIAL INSTRUCTIONS** that will be identified with a "SPECIAL INSTRUCTIONS" BOXED OUTLINE.

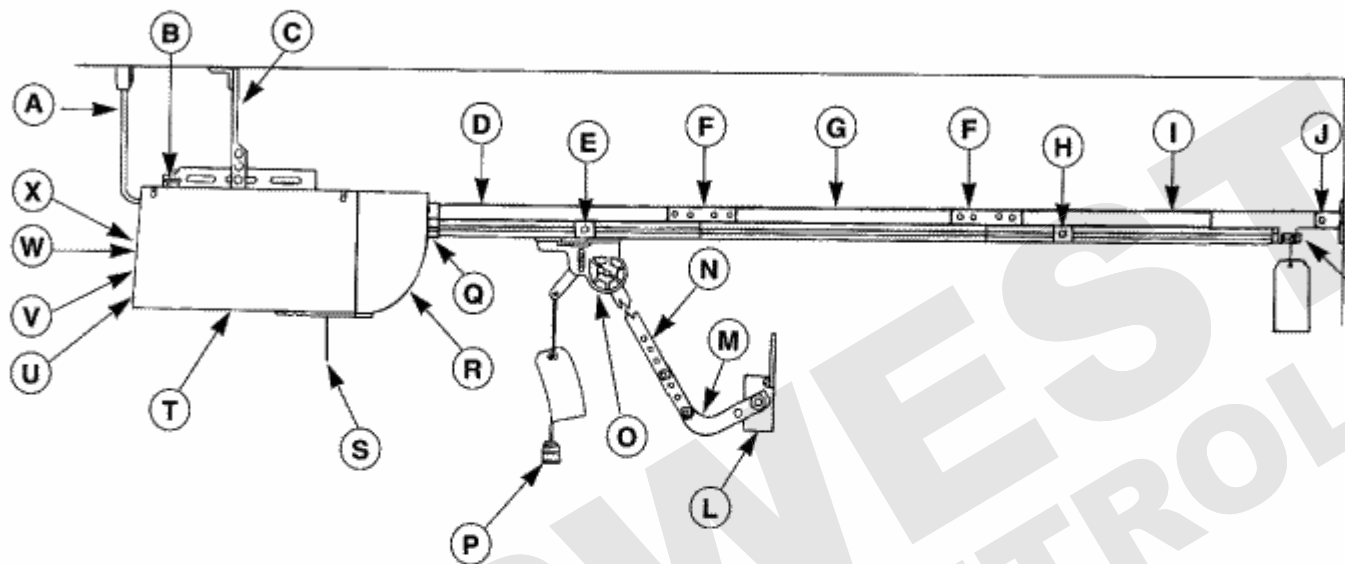


- (A)** DOOR HEADER – The wood or metal beam positioned horizontally across the top of the garage doorway.
- (B)** DOOR SPRING – Springs used to balance the door. B1 – Torsion spring, B2 – Extension spring.
- (C)** DOOR TRACKS – Metal guides to allow the door to travel a straight path. Not used on trackless doors.
- (D)** DOOR ROLLERS – Attached to the door and follow inside the door tracks. Not used on trackless doors.
- (E)** HIGH-RISE – The highest point the top of the door reaches when opening.
- (F)** HEAD ROOM – Area between high rise of door or the door spring and the bottom of rafters or finished ceilings. Do not attempt assembly with less than 2 inches of head room.

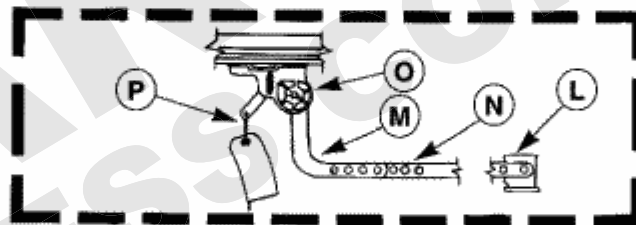
Opener Terminology

SOME MODELS ARE PARTIALLY OR FULLY ASSEMBLED

To become more familiar with your new garage door opener, please take time to study the following illustration of the completed unit and terminology. It will help you in the assembly and installation.



FOR TRACKLESS DOORS



- | | | |
|-------------------------------|---------------------------|-----------------------------------|
| (A) Power Cord | (J) Header Bracket | (S) Antenna |
| (B) Limit Switch Plug | (K) Tightening Bolt | (T) Power Unit |
| (C) Mounting Angle and Straps | (L) Door Bracket | (U) * Open/Close Force Adjustment |
| (D) Motor Rail | (M) L Link | (V) * Code Switch |
| (E) Open Limit Switch | (N) Bar Link | (W) * Obstruction Sensor Plug |
| (F) Rail Clamps (4) | (O) Traveler | (X) * Control Connections |
| (G) Middle Rail | (P) Emergency Release | |
| (H) Close Limit Switch | (Q) Rail Mounting Bracket | |
| (I) Header Rail | (R) Lamphouse | |
- * (U) through (X) are located on rear of power unit (T)

Components & Tools

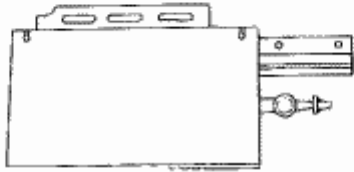
Carefully inspect your new garage door opener for any possible damage and/or shortage of parts. Separate all parts, fasteners and accessories as called out below. Do not attempt installation if parts are damaged or missing.

DO NOT RUN OPENER UNTIL INSTRUCTED.

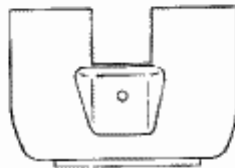
SEQUENCE OF OPERATION MAY CHANGE AND CAUSE FAULTY OPERATION!!

Major Components

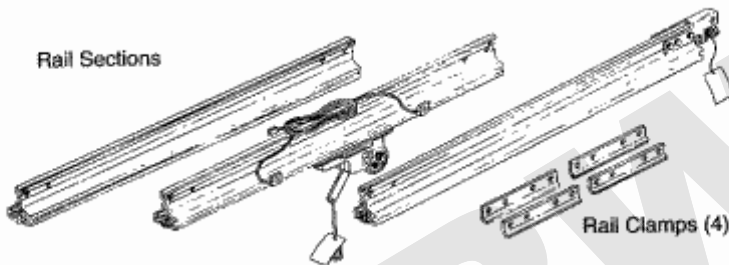
Power Unit



Lamphouse



Rail Sections



Rail Clamps (4)

Entrapment Warning Label



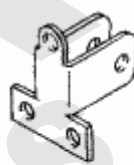
Wire and Staples



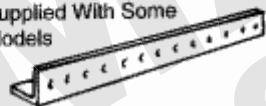
Plastic Clip



Header Bracket



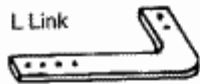
Mounting Angle Supplied With Some Models



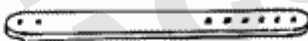
Mounting Straps



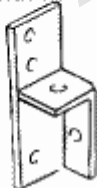
L Link



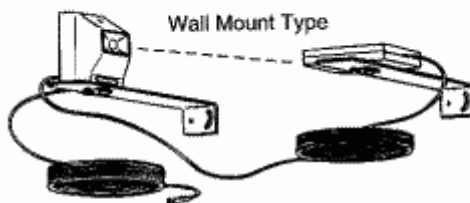
Bar Link



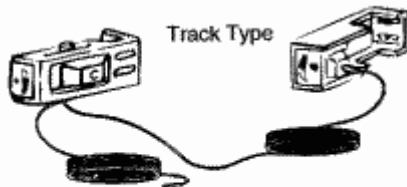
Door Bracket



Obstruction Sensor, Brackets, Wire and Screws (Type may vary)



Wall Mount Type



Track Type

Accessories

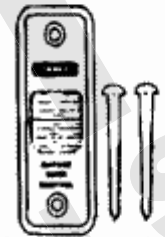
Single Button Transmitter



Visor Clip



Pushbutton and Screws (Type provided may vary)



Fasteners

2 - Carriage Bolts



5 - Lag Screws



19 - Hex Bolts



20 - Hex Nuts



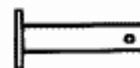
20 - Lock Washers



1 - Shoulder Bolt



2 - 1" Clevis Pins



2 - Lock Clips



Knurled Nut



Tools Required Boxes

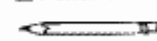
Adjustable Wrench



Blade Screwdriver



Pencil or Pen



Drill With 1/4" and 5/16" Drill Bits



9/16" and 1/2" Socket Wrenches



Step Ladder



Piece of 2" x 4" Board



Tape Measure



Assembly

GENERAL ASSEMBLY INSTRUCTIONS

Before the door opener can be installed in the garage some assembly is required. Place cardboard panels on the floor to protect the power unit and other components from damage.

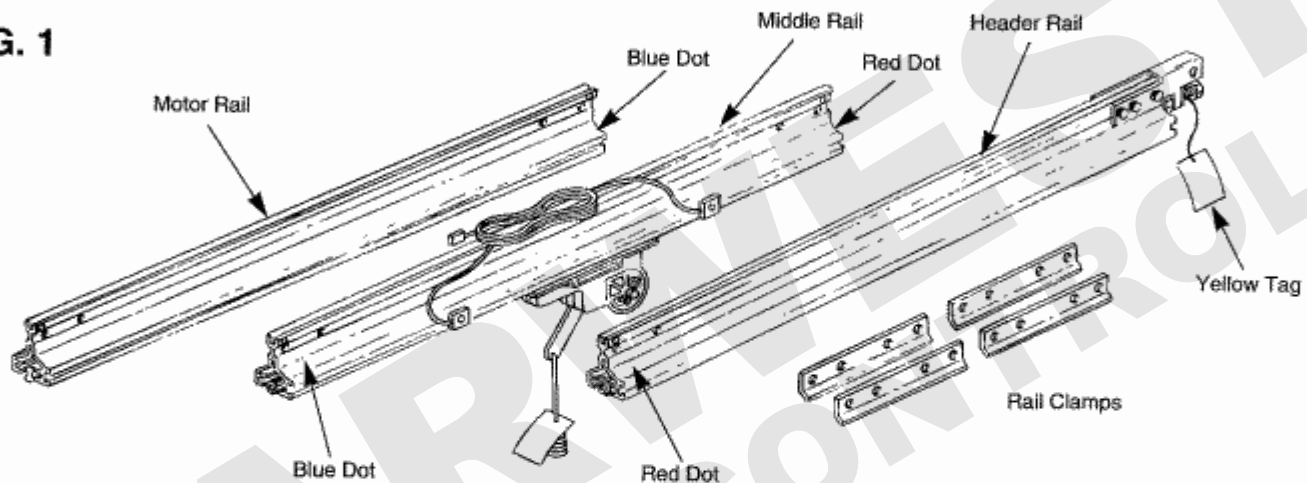
Locate the large box on the bottom of the main carton. This box contains three (3) rail sections (motor rail, middle rail, and header rail), and four (4) rail clamps. The motor rail has a rubber coupling on one end and a blue dot on the other end. The middle rail has a blue dot on one end and a red dot on the other end. The header rail has a red dot on one end and a

yellow tag on the other end. The dots are used to correctly orient the rails to each other. See Fig. 1.

The assembly instructions are separated into the following four distinct paragraphs:

- Power unit to motor rail assembly
- Motor rail to middle rail assembly
- Middle rail to header rail assembly
- Final assembly

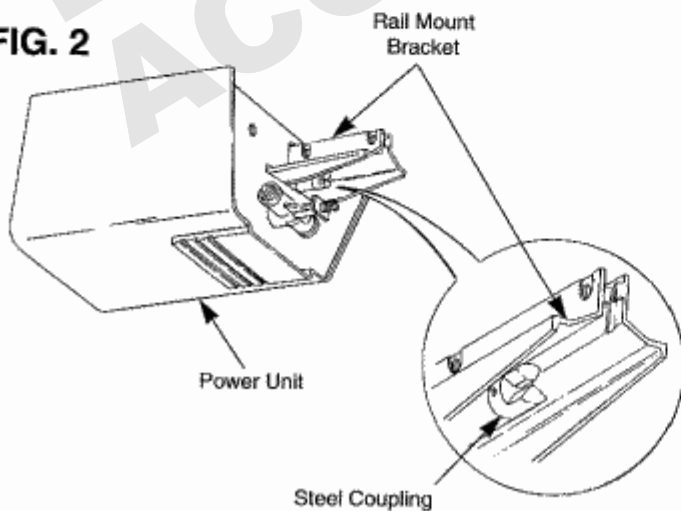
FIG. 1



POWER UNIT TO MOTOR RAIL ASSEMBLY

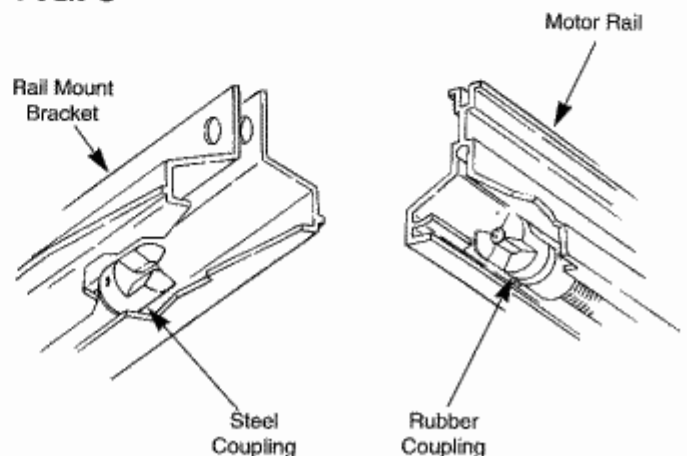
A. Remove the power unit from the box. Inside the rail mount bracket is a steel coupling that connects to the rubber coupling on the motor rail. Note the orientation of this steel coupling. See Fig. 2.

FIG. 2



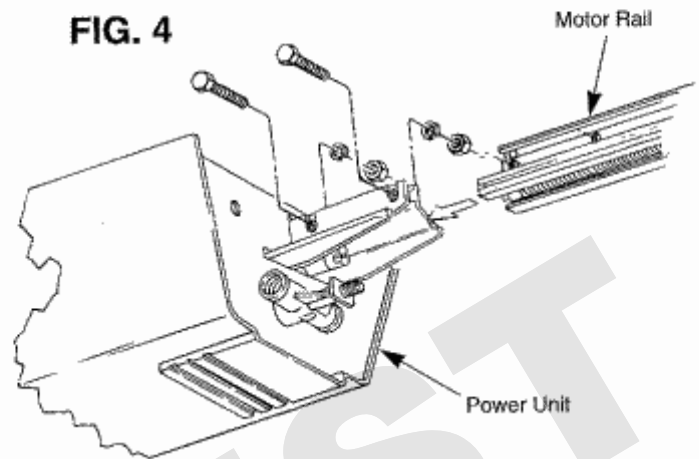
B. As shown in Fig. 3, rotate the coupling on the motor rail so it is properly oriented with the steel coupling on the power unit.

FIG. 3



Assembly (continued)

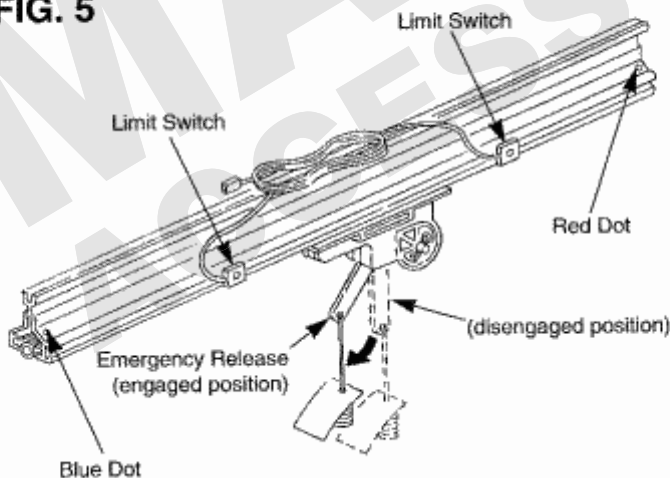
- C. When couplings on both the power unit and the motor rail are properly aligned, insert the motor rail into the rail mount bracket on the power unit. See Fig. 4.
- D. When the motor rail is fully inserted into the rail mount bracket, secure it with two (2) hex bolts, lockwashers, and nuts. See Fig. 4.



MOTOR RAIL TO MIDDLE RAIL ASSEMBLY

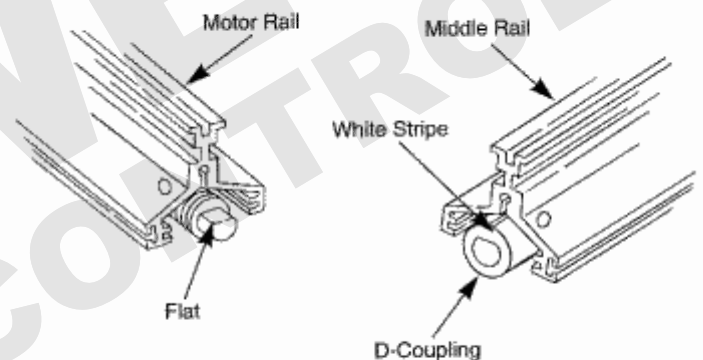
- A. Inspect the rail section with the red and blue dots. It is called the middle rail. The end of the middle rail with the blue dot will be connected to the motor rail. Position the rail ends that have blue dots next to each other.
- B. Make sure the traveler on the middle rail is positioned between the two rail-mounted limit switches, and the arrow on the traveler is pointing away from the power unit. The traveler emergency release may be positioned as shown in Fig. 5 to engage or disengage the screw from the traveler. Do not let the screw slide out of the rail if the release is in the disengaged position.

FIG. 5



- C. Locate the D-coupling on the end of the middle rail section that connects to the motor rail. It has a white stripe on it. Set the emergency release in the disengaged position and rotate the screw in the middle rail until the white stripe is aligned with the flat of the screw of the motor rail. See Fig. 6.

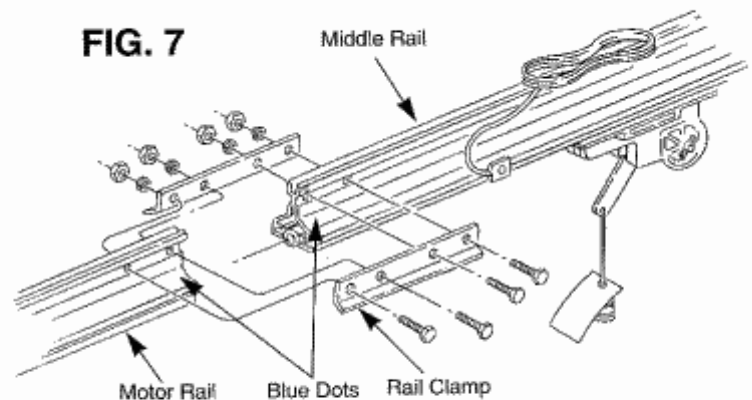
FIG. 6



- D. Slide the rails together so that the flat is inside the D-coupling. Set traveler release to the engaged position. Place one rail clamp on each side of the rail with the flange toward the screw, then insert four (4) hex bolts through the rail clamps and rails. Use lockwashers and hex nuts to secure the assembly. See Fig. 7.

MAKE SURE THE RAIL CLAMPS ARE POSITIONED AS SHOWN.

FIG. 7

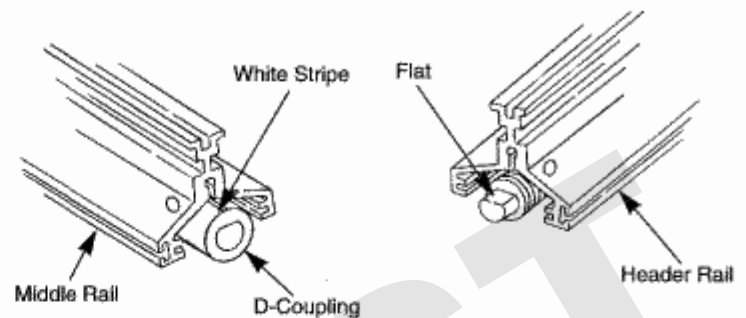


Assembly (continued)

MIDDLE RAIL TO HEADER RAIL ASSEMBLY

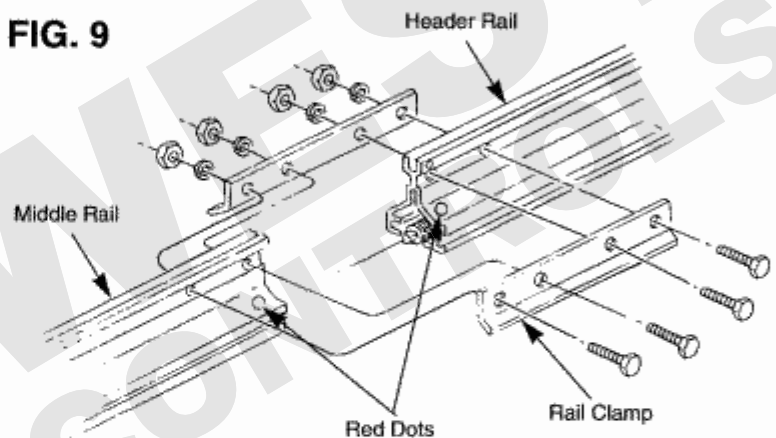
- A. Locate the header rail section with the one red dot. Align the red dot on this section with the red dot on the middle rail section.
- B. As was done in the motor rail to middle rail assembly, align the flat on the end of the header rail screw with the white stripe on the D-coupling of the middle rail section. See Fig. 8. It may be necessary to slightly turn the screw on the header rail.

FIG. 8



- C. Slide the rails together so the flat is inside the D-coupling. Place a rail clamp on each side of the rail, then insert four (4) hex bolts through the rail clamps and rails. See Fig. 9. Place lockwashers and hex nuts onto the bolts to secure the two rails together.

FIG. 9



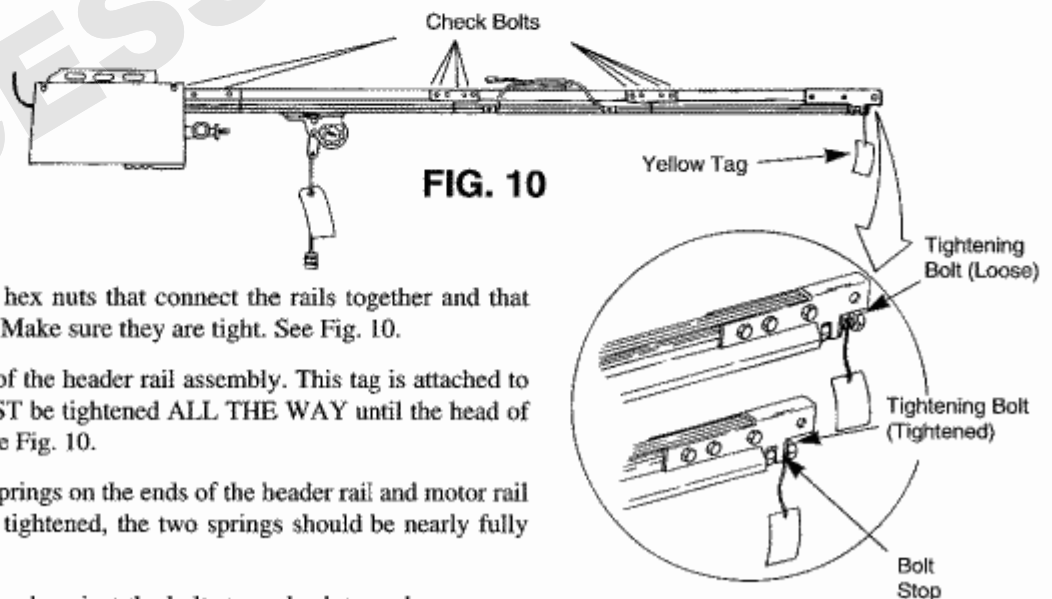
FINAL ASSEMBLY

- A. Check all ten (10) hex bolts and hex nuts that connect the rails together and that secure the rails to the power unit. Make sure they are tight. See Fig. 10.
- B. Locate the yellow tag on the end of the header rail assembly. This tag is attached to the tightening bolt. This bolt **MUST** be tightened **ALL THE WAY** until the head of the bolt is against the bolt stop. See Fig. 10.

NOTE: As you tighten this bolt, the springs on the ends of the header rail and motor rail will compress. After the bolt is fully tightened, the two springs should be nearly fully compressed.

If the tightening bolt cannot be tightened against the bolt stop, check to make sure you have properly inserted the flats on the ends of the screws into the D-couplings.

FIG. 10



Installation

INSTALLATION INTRODUCTION

Installation is separated into several distinct procedures. Each procedure should be completed before proceeding with the next procedure. The procedures are presented in the following order:

- Installing the Header Bracket
- Installing the Opener
- Securing the Power Unit

- Connecting the Opener to the Door
- Door Position Adjustments
- Light Installation
- Beam Sensor Mounting
- Lock Removal
- Pushbutton Installation

INSTALLING THE HEADER BRACKET

IMPORTANT! IT IS CRITICAL THAT YOU IDENTIFY WHAT TYPE OF DOOR YOU HAVE AS IT WILL MAKE A DIFFERENCE IN THE WAY YOUR OPENER IS INSTALLED. SEE PAGE 4.

- Locate the centerline of the door. Mark the centerline of the door on the header above the door and the top of the door. See Fig. 11.
- Slowly raise the door. When the top edge reaches its **high rise** point (highest distance off the ground when door is opening), place a support (prop) under the door to hold it at that position. Measure and record the distance from the floor to the top edge of the door. See Fig. 12. Remove the support and lower the door.
- Add **two (2) inches** to the distance measured for the high rise for **Tracked-Type Doors**.

Add **six (6) inches** to the distance measured for the high rise for **Trackless-Type Doors**.

Using this new figure, measure up from the floor and mark that point on the door header.

FIG. 11

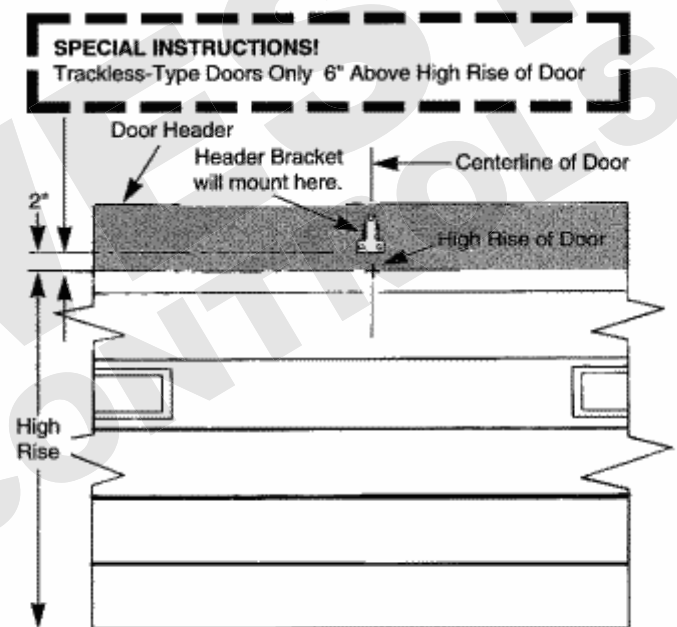
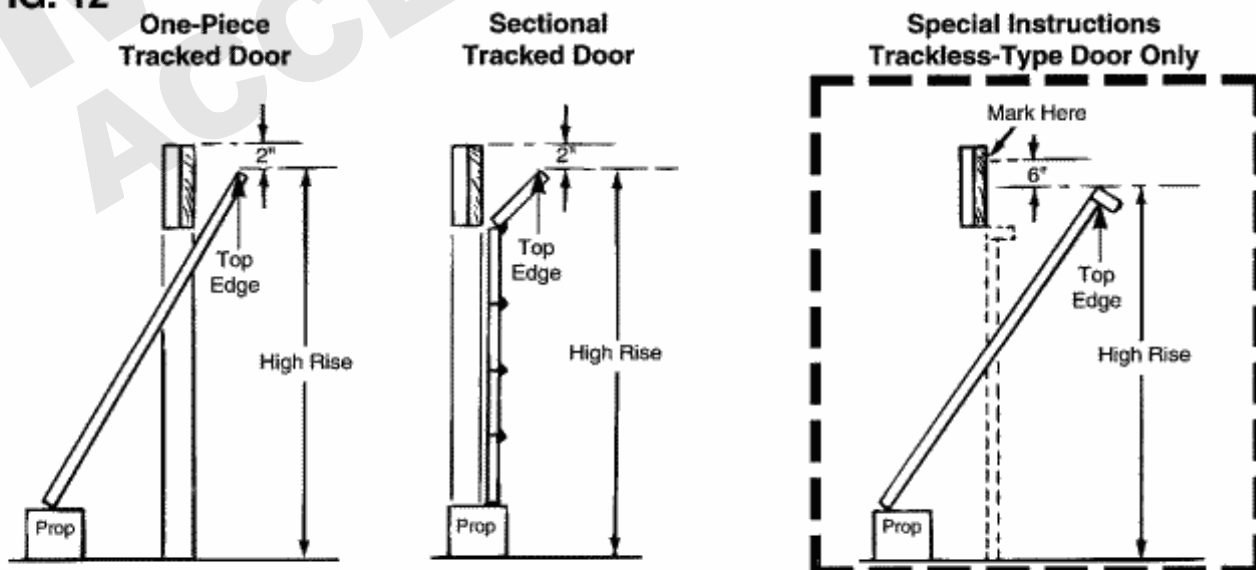


FIG. 12



Installation (continued)

INSTALLING THE HEADER BRACKET continued

- D. Locate the header bracket at the point marked on the header and directly on the centerline mark. (The header bracket may be mounted higher, but do not mount any lower.) See Fig. 13.
- E. Holding the header bracket securely in position, mark the three holes of the header bracket on the door header. See Fig. 13.
- F. Using a 1/4" drill bit, drill pilot holes in the door header, using the marks as a guide. See Fig. 14.
- G. Secure the header bracket to the door header with three (3) lag screws. Make sure bracket is tightly secured.

NOTE: In some types of garages, there may be a steel channel across the door header. If this channel is there, drill 5/16" holes in the channel, and 1/4" holes in the door header.

FIG. 13

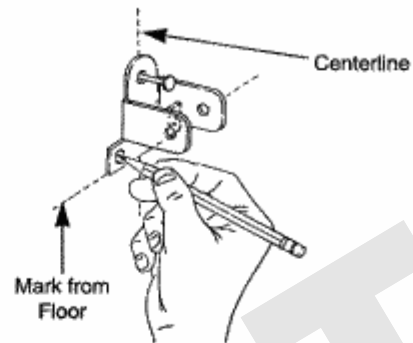
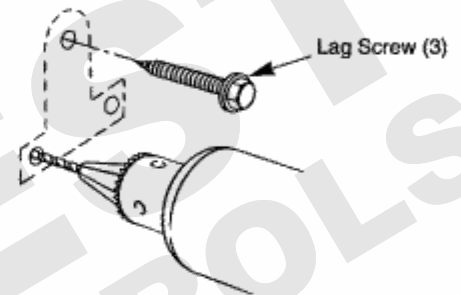


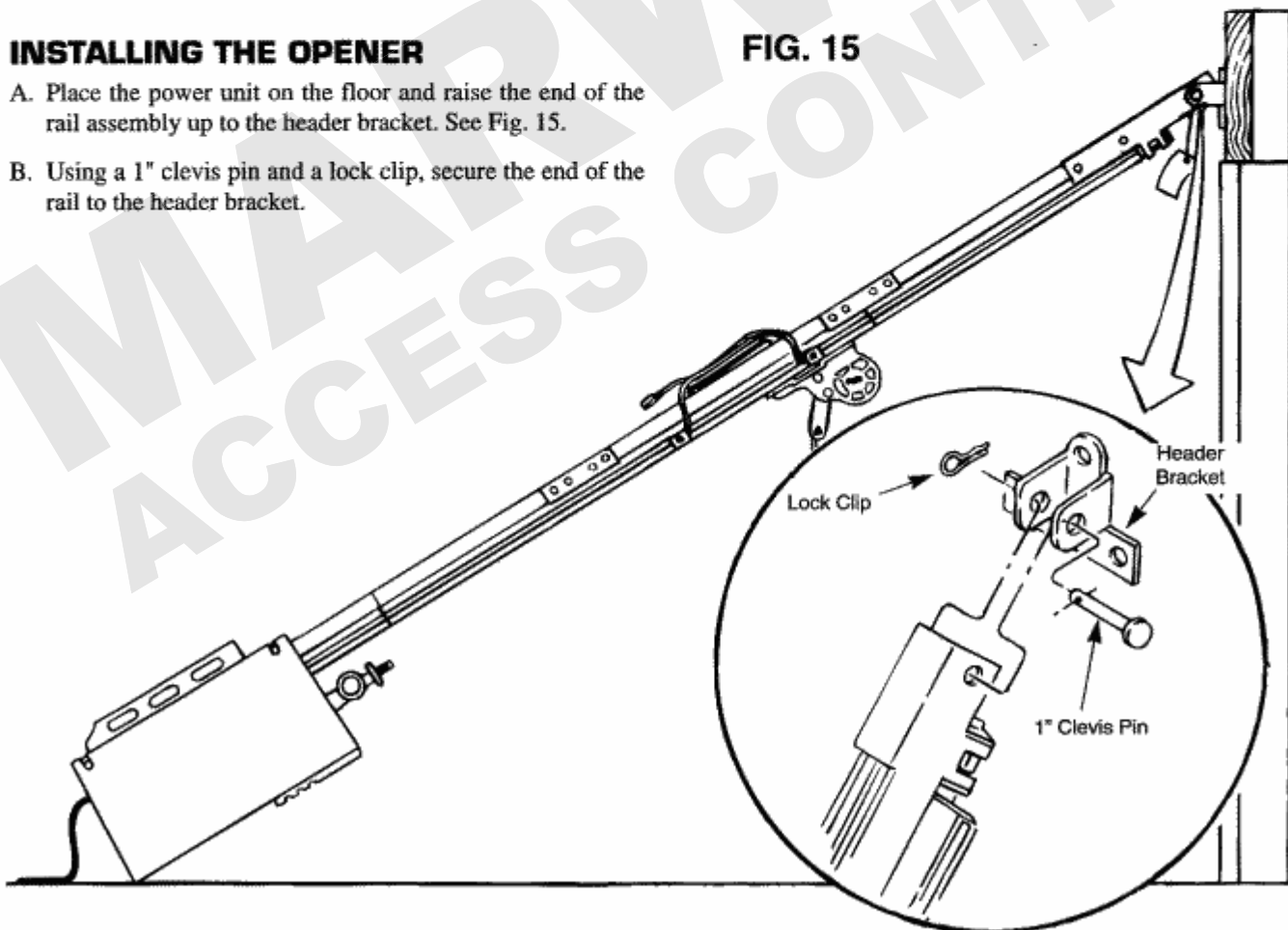
FIG. 14



INSTALLING THE OPENER

- A. Place the power unit on the floor and raise the end of the rail assembly up to the header bracket. See Fig. 15.
- B. Using a 1" clevis pin and a lock clip, secure the end of the rail to the header bracket.

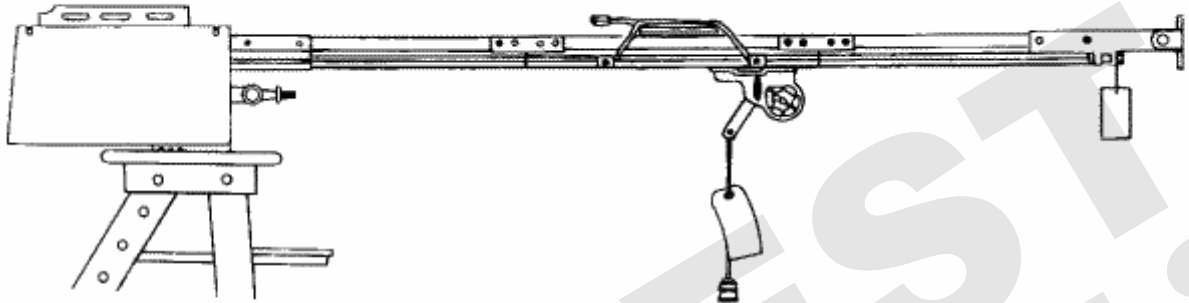
FIG. 15



Installation (continued)

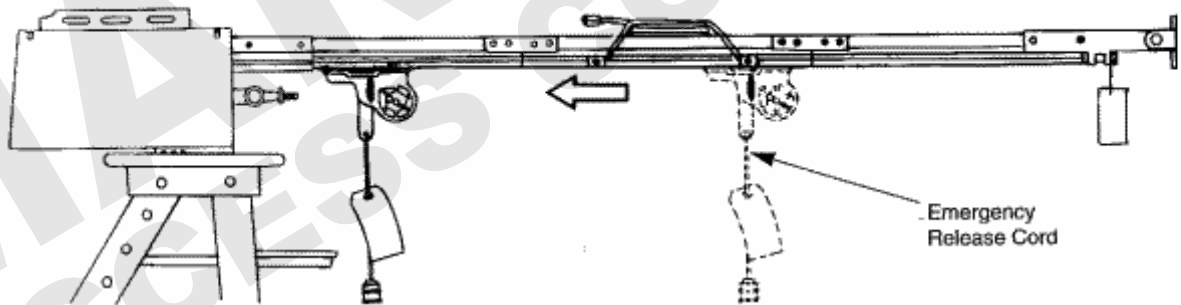
- C. Carefully raise the power unit and set it on a ladder or other suitable prop. See Fig. 16. The unit should be high enough to clear the door when the door is fully open.

FIG. 16



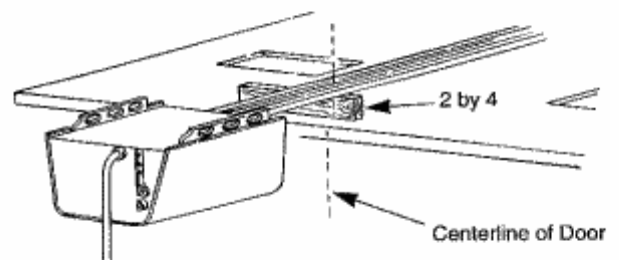
- D. Pull the emergency release cord down and slide the traveler assembly toward the power unit. See Fig. 17.

FIG. 17



NOTE: For one-piece and sectional tracked doors only: Raise the door to the full open position and place a 2 by 4 board (on edge) between the rail and the door. The 2 by 4 will ensure that the rail assembly will have enough clearance when the door is opening. Set the power unit so that the rail rests on the 2 by 4 directly in line with the centerline of the door. See Fig. 18.

FIG. 18



Installation (continued)

SECURING THE POWER UNIT

General Information: Mounting instructions for the power unit must, of necessity, be somewhat general in nature due to the many different ceiling designs found in various residential and geographical areas. Custom-designed garages may have a finished ceiling of gypsum, sheet board, or finished tongue and groove style lumber. In other instances, unfinished ceiling types will have exposed overhead wood beams, 2 by 4, or 2 by 6 rafters, joists, etc. Due to these construction variances, every power unit installation could be slightly different with different circumstances arising for each specific mounting application.

For finished ceilings, a section of 1 by 6 board can be secured to span the distance between ceiling rafters. The power unit can then be mounted directly to the board using the mounting angle and straps. If necessary, lag screws longer than those furnished with the opener, or expansion bolts can also be used. Basic carpentry procedures, coupled with a little pre-planning, should be all that is required to mount the power unit. If needed, a local carpenter can be contacted to provide whatever assistance is required.



The main concern in mounting the power unit is that the installation is securely mounted for operational strength, rigidity and safety. Mounting straps can be easily bent and cut to conform to whatever configuration that may be required. See Figs. 19, 20 and 21.

- Mount the power unit to an overhead beam or ceiling. See Fig. 21 for typical mounting suggestions. For mounting, use lag screws, hex head bolts, hex nuts and lockwashers. (Lag screws are for use in overhead wood beams or ceilings; hex head bolts and nuts are for mounting straps and angle.) The adjustable wrench and 1/2" socket wrench are required. Additional 2 by 4's may be needed for proper installation.
- Once the power head is securely mounted, remove all supports and ladders. Operate the door manually several times to ensure that the door travels freely and does not contact any part of the rail. The top edge of the door should clear the rail by at least one inch.

Do not allow door to hit the traveler.

FIG. 19

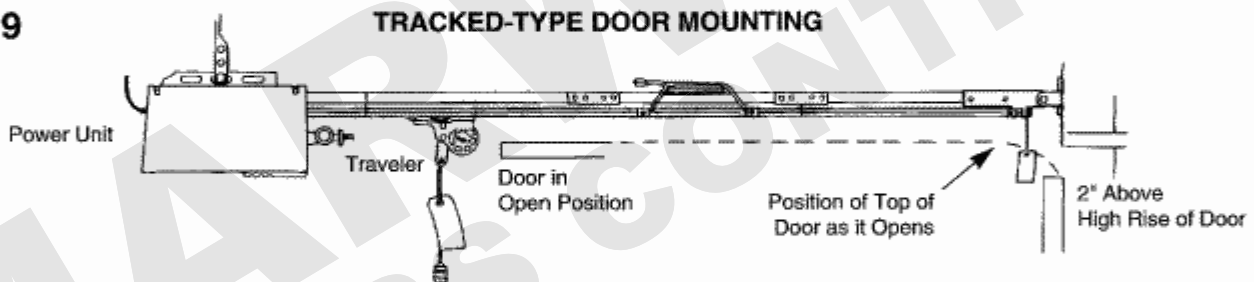


FIG. 20

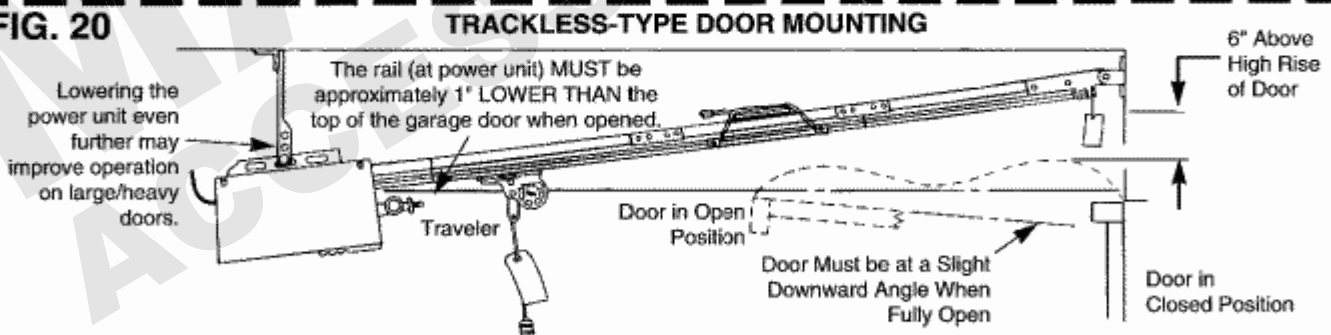
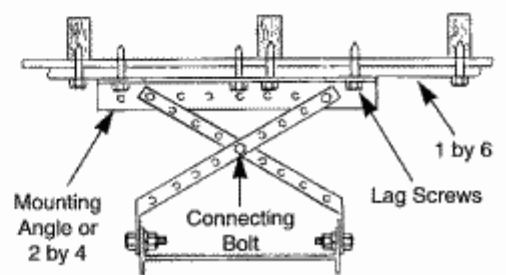
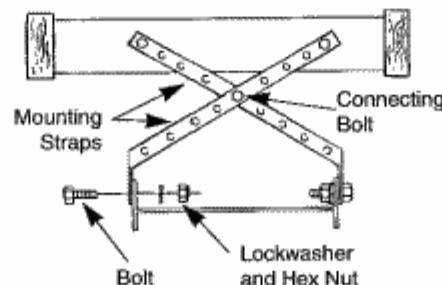
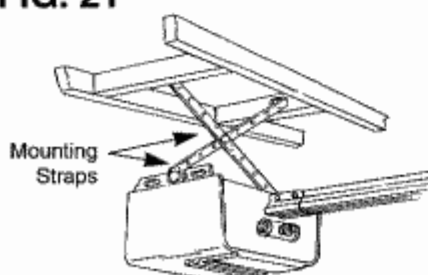


FIG. 21

GARAGE WITH OPEN BEAMS

GARAGE WITH FINISHED CEILING



Installation (continued)

CONNECTING THE OPENER TO THE DOOR

- Assemble the L link to the bar link, as shown in **Fig. 22** for tracked-type doors and **Fig. 23** for trackless-type doors. Use two (2) hex bolts, lockwashers and hex nuts to secure the links.
- Attach the door bracket to the L link and bar link assembly. Use the shoulder bolt, lockwasher and hex nut. Make sure it is assembled as shown.
- Attach the L link and bar link assembly to the traveler. Secure the assembly to the traveler by inserting the 1-inch long clevis pin through the traveler and the assembly. Insert a lock clip through the small hole in the clevis pin. Assemble as shown in **Fig. 22** for tracked-type doors or **Fig. 23** for trackless-type doors.
- Pull the emergency release cord down and slide the traveler assembly toward the door.

FIG. 22

TRACKED-TYPE DOOR MOUNTING

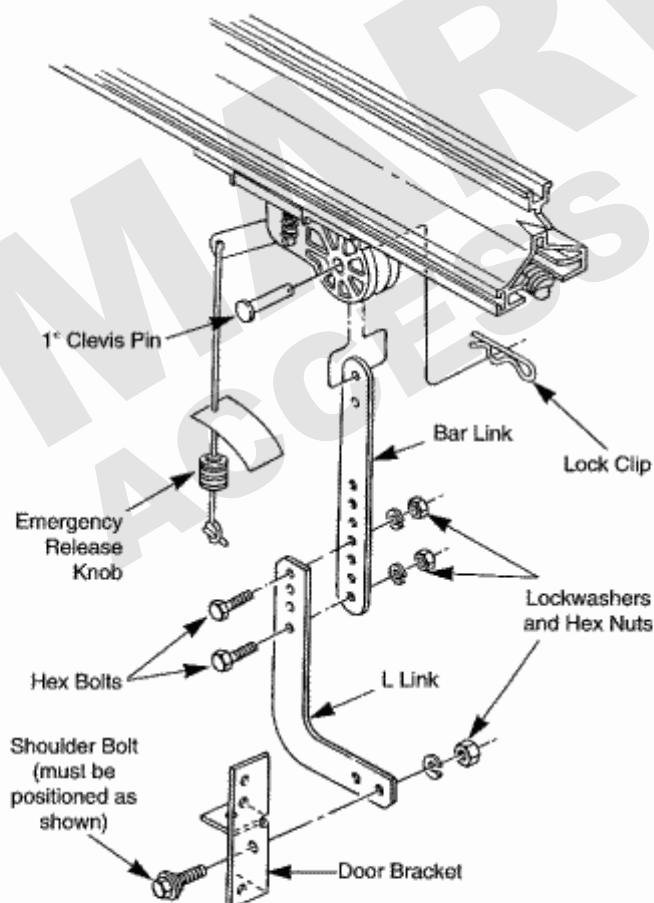
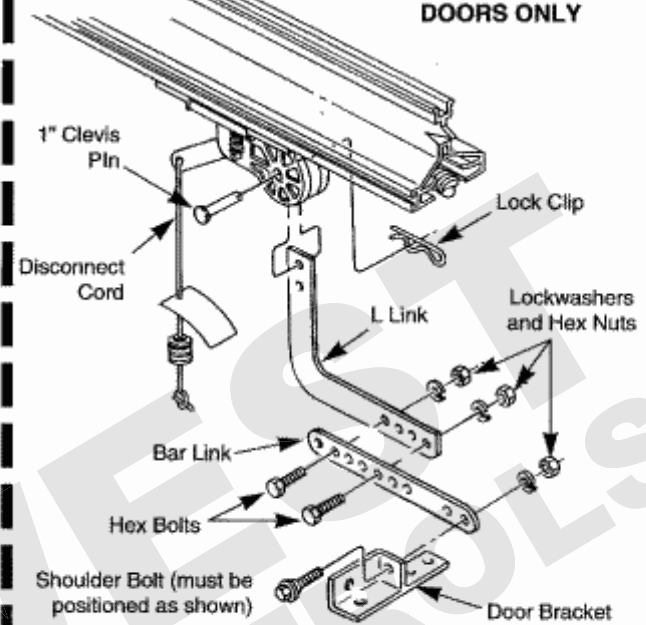


FIG. 23

FOR TRACKLESS-TYPE DOORS ONLY

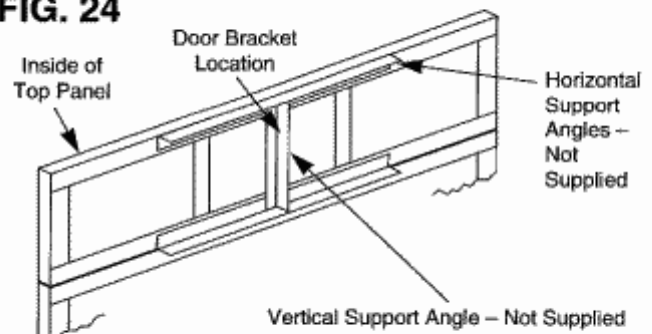


Door Reinforcement

IMPORTANT NOTICE: TO PREVENT POSSIBLE DAMAGE TO GARAGE DOORS, LIGHTWEIGHT STEEL AND FIBERGLASS DOORS **MUST BE** REINFORCED BEFORE THE DOOR BRACKET IS INSTALLED. DOOR REINFORCEMENT KITS ARE AVAILABLE FROM SOME DOOR MANUFACTURERS. ALWAYS SUPPORT THE INSIDE OF THE DOOR BOTH VERTICALLY AND HORIZONTALLY WITH A 2 BY 4 BOARD, CHANNEL, OR ANGLE IRON. THE VERTICAL BRACE MUST COVER AT LEAST THE TOP PANEL OF A SECTIONAL DOOR, AND THE HORIZONTAL BRACE MUST BE AT LEAST SIX (6) FEET LONG. SEE FIG. 24.

FAILURE TO PROPERLY BRACE YOUR DOOR PRIOR TO THE INSTALLATION OF OPENER MAY RESULT IN SEVERE DOOR DAMAGE. THE ADDITION OF THESE BRACES MAY AFFECT THE BALANCE OF THE DOOR. AFTER INSTALLATION, CHECK FOR PROPER MANUAL OPERATION AND HAVE THE DOOR REBALANCED IF NECESSARY.

FIG. 24

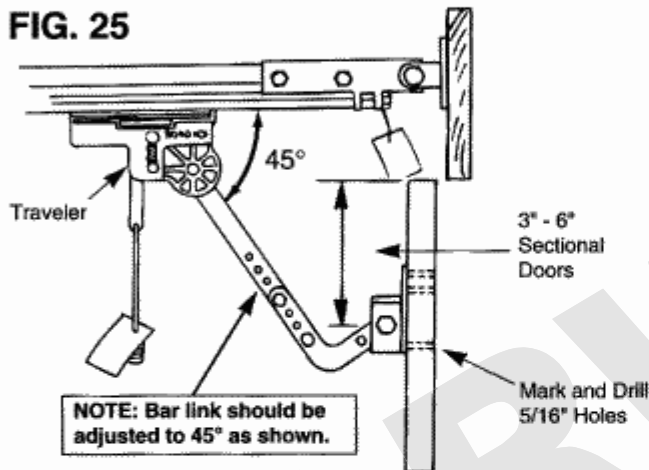


Installation (continued)

CONNECTING THE OPENER TO THE DOOR continued

- E. Position the door bracket near top of door, as close as possible to the center of the top door roller and mark the two door bracket holes on the door. On sectional doors, the door rollers should be 3" to 6" from the top of the door. If they are not, simply position the door bracket 3" to 6" below the top of the door. See Fig. 25.
- F. Move the traveler back and drill two (2) 5/16" holes through the door at the marked hole location.

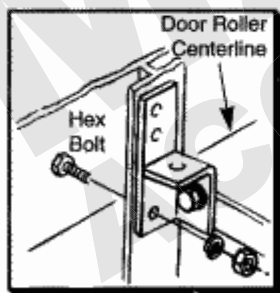
FIG. 25



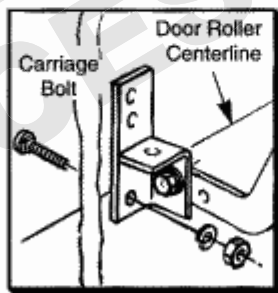
- G. Move the traveler assembly toward the door and attach door bracket to door. Use hex bolts or carriage bolts to securely fasten bracket to door. See Fig. 26.

FIG. 26

ONE PIECE AND STEEL SECTIONAL DOORS

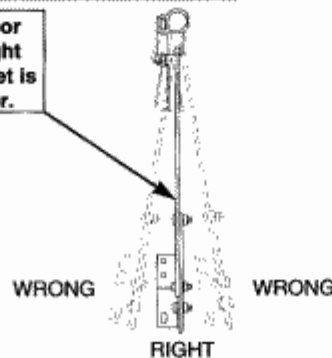


WOOD SECTIONAL DOORS



MAKE SURE door linkage is straight when door bracket is secured to door.

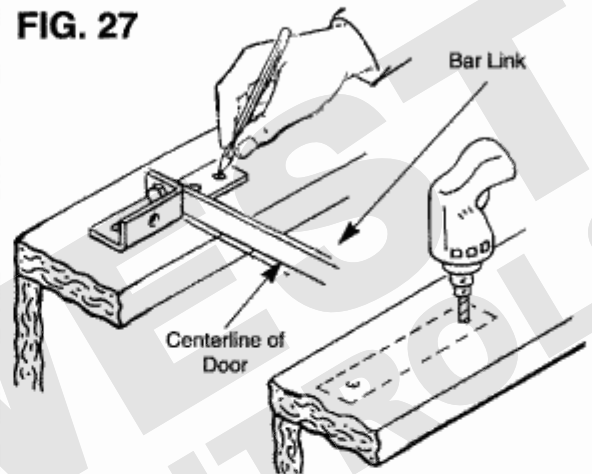
- H. Manually open the door to assure unobstructed movement. **NOTE:** When door is fully open the traveler should be at least 8" away from the power unit. If not, shorten the door linkage as required.



SPECIAL INSTRUCTIONS! TRACKLESS DOORS ONLY

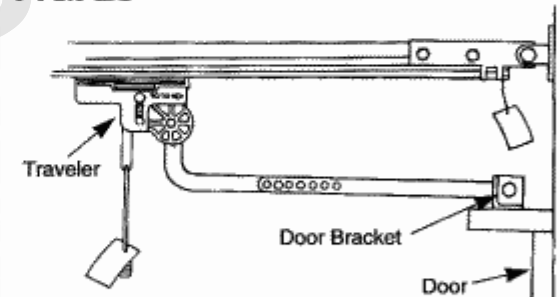
Position the door bracket on the top edge of the door, directly on the centerline of the door. Use a pen or pencil to mark the hole locations on the door. Drill two (2) 5/16" holes through the door at the marked hole locations. See Fig. 27.

FIG. 27

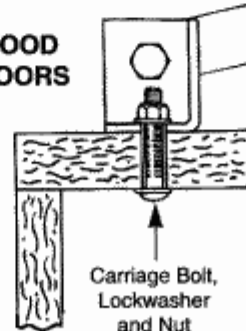


Use hex bolts or carriage bolts to securely fasten bracket to door. See Fig. 28.

FIG. 28

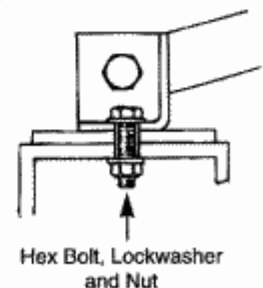


WOOD DOORS



Carriage Bolt, Lockwasher and Nut

METAL DOORS



Hex Bolt, Lockwasher and Nut

Installation (continued)

DOOR POSITION ADJUSTMENTS

- A. Uncoil the limit switch wires that are secured to the top of the middle rail section. See Fig. 29. Pull emergency release cord to allow traveler to move freely.
- B. Insert the 3-pin plug into the receptacle located on the frame toward the rear of the power unit. Make sure it locks into place. It can be connected only one way.
- C. Manually open the door to the FULL OPEN position. Loosen the thumb screw and slide the open limit switch (the switch closest to the power unit) along the side of the rail until it is positioned in the center of the traveler assembly. See Fig. 30. Tighten the thumb screw to secure the limit switch to the rail.

DO NOT OVERTIGHTEN THUMB SCREWS ON LIMIT SWITCHES.

- D. Manually close the door to the FULL CLOSED position. Loosen the thumb screw and slide the close limit switch (the switch closest to the door) along the side of the rail unit until it is positioned in the center of the traveler assembly. See Fig. 31. Tighten the thumb screw to secure the limit switch to the rail.
- E. Use the plastic clips to secure the wires into the slot in the top of the rail. Manually open and close the door to MAKE SURE the wires clear the traveler and moving door. Secure any excessive wire on top of the power unit.

FIG. 29

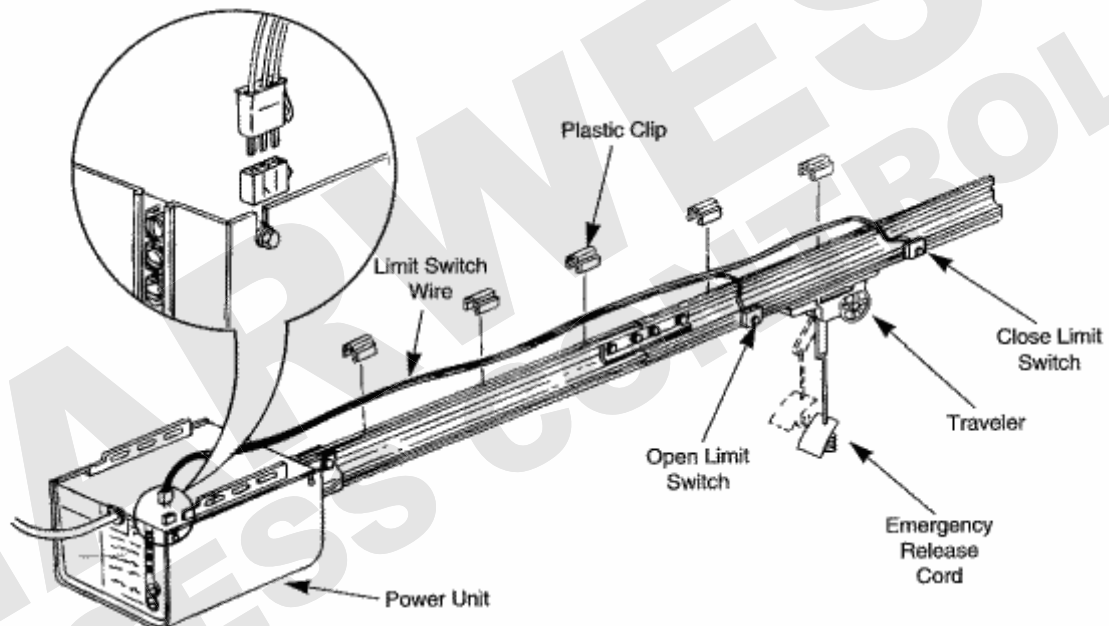


FIG. 30

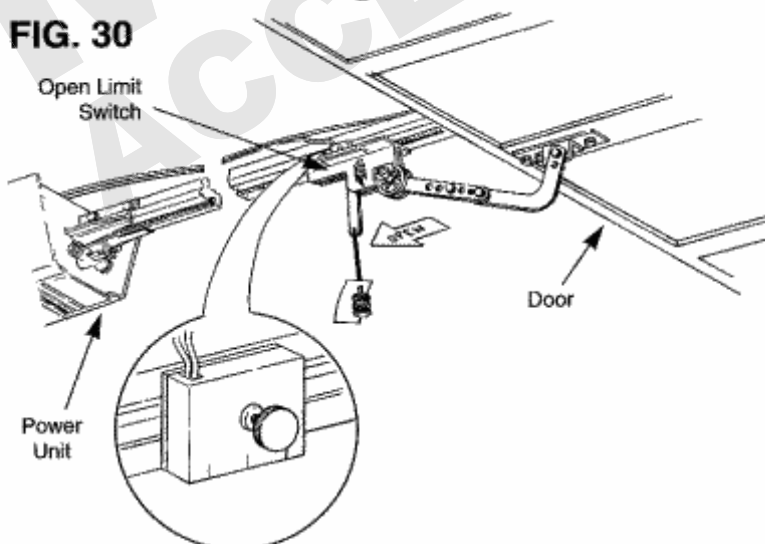
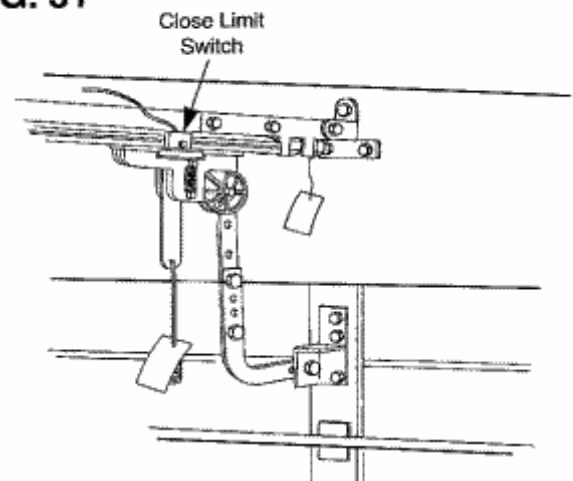


FIG. 31



Installation (continued)

LIGHT INSTALLATION

Install two (2) 100-watt light bulbs into the dual lamp socket. Install the lamphouse using the knurled nut to secure it. See Fig. 32. Engage tabs into slots as shown.

NOTE: The maximum total wattage must not be more than 200 watts. It is suggested that rough service bulbs be used.

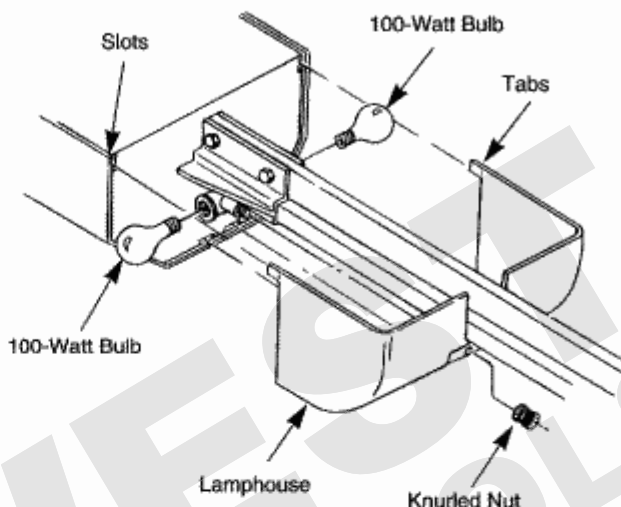
Automatic Light Operation

The lights will come on when the door opens or closes, and stay on for 4-1/2 minutes, then automatically turn off.

SMART FLASH™

Lights on opener flash at different rates to indicate operating conditions or problems. (See TROUBLESHOOTING - Page 24)

FIG. 32



BEAM SENSOR MOUNTING

Your Stanley garage door opener is supplied with an infrared beam sensor that sends an invisible beam of light from the sending unit to the receiving unit across the pathway of the door. **Please read and follow these instructions carefully.**

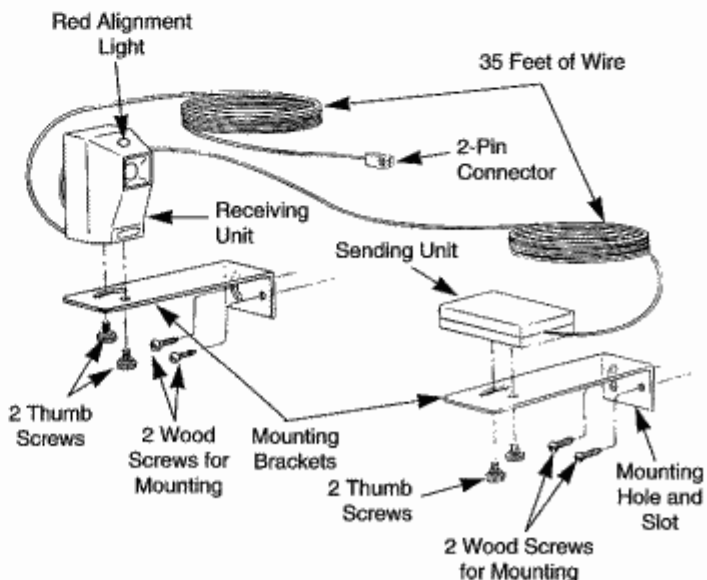
NOTE: TRACK TYPE BEAM SENSOR INSTRUCTIONS ENCLOSED SEPARATELY.

IMPORTANT: THE DOOR OPENER WILL NOT OPERATE UNTIL THE BEAM SENSOR IS CONNECTED TO THE POWER UNIT AND PROPERLY ALIGNED. THE INVISIBLE BEAM OF LIGHT MUST NOT BE OBSTRUCTED. OTHERWISE, THE DOOR CAN BE CLOSED BY MAINTAINING CONSTANT PRESSURE ON THE WALL-MOUNTED PUSHBUTTON ONLY. THE TRANSMITTER CANNOT BE USED TO CLOSE THE DOOR. THE DOOR CAN BE OPENED USING EITHER THE HAND-HELD TRANSMITTER OR WALL-MOUNTED PUSHBUTTON EVEN IF THE BEAM IS NOT ALIGNED OR CONNECTED TO THE POWER UNIT. MANUALLY CLOSE THE GARAGE DOOR BEFORE CONTINUING.

Before beginning beam sensor mounting, identify which side of the garage door opening (if any) the sun is "likely" to shine into. Since sunlight may cause undesirable operation, you should plan to mount the small sending unit (not the receiving unit) on the side of the door opening exposed to the sun.

A. Begin by attaching the sending and receiving units to the mounting brackets using the four thumb screws provided. The thumb screws go through the bracket and thread into the two holes on the bottom of the units. Do not tighten at this time. See Fig. 33.


FIG. 33



Installation (continued)

BEAM SENSOR MOUNTING continued

- B. Select a mounting position 2 to 4 inches above the floor. If possible the sending and receiving units should be mounted at least 12 inches inside the door opening to minimize any interference by the sun. See Fig. 34.
- C. Using the wood screws provided, attach the receiving unit to the wall. In some installations it may be necessary to attach wooden spacers to the wall to insure that the beam will clear the door tracks. Expansion bolts (not supplied) may be required to attach brackets to walls constructed of materials other than wood or gypsum.

 **The beam must be mounted as close to the door track or inside edge of the door as possible to offer maximum entrapment protection.**

- D. Do not tighten the mounting screws at this time. Carefully uncoil the wire that is connected to the small sending unit. Run the wires up the wall across the top of the door opening and down the other side of the wall. Temporarily tack the wires in place using the staples provided.

DO NOT USE A STAPLE GUN.

Be sure to run the wires in a location where they will not interfere with the operation of the door.

- E. If wires must be lengthened, use wire nuts or a suitable connector. One wire has a white stripe. Be sure to connect white wire to white wire.

- F. Mount the sending unit the same way you mounted the receiving unit with the wood screws provided, but approximately one (1) inch higher. Make sure the sending and receiving units point toward each other and are not obstructed by the door tracks or other objects.

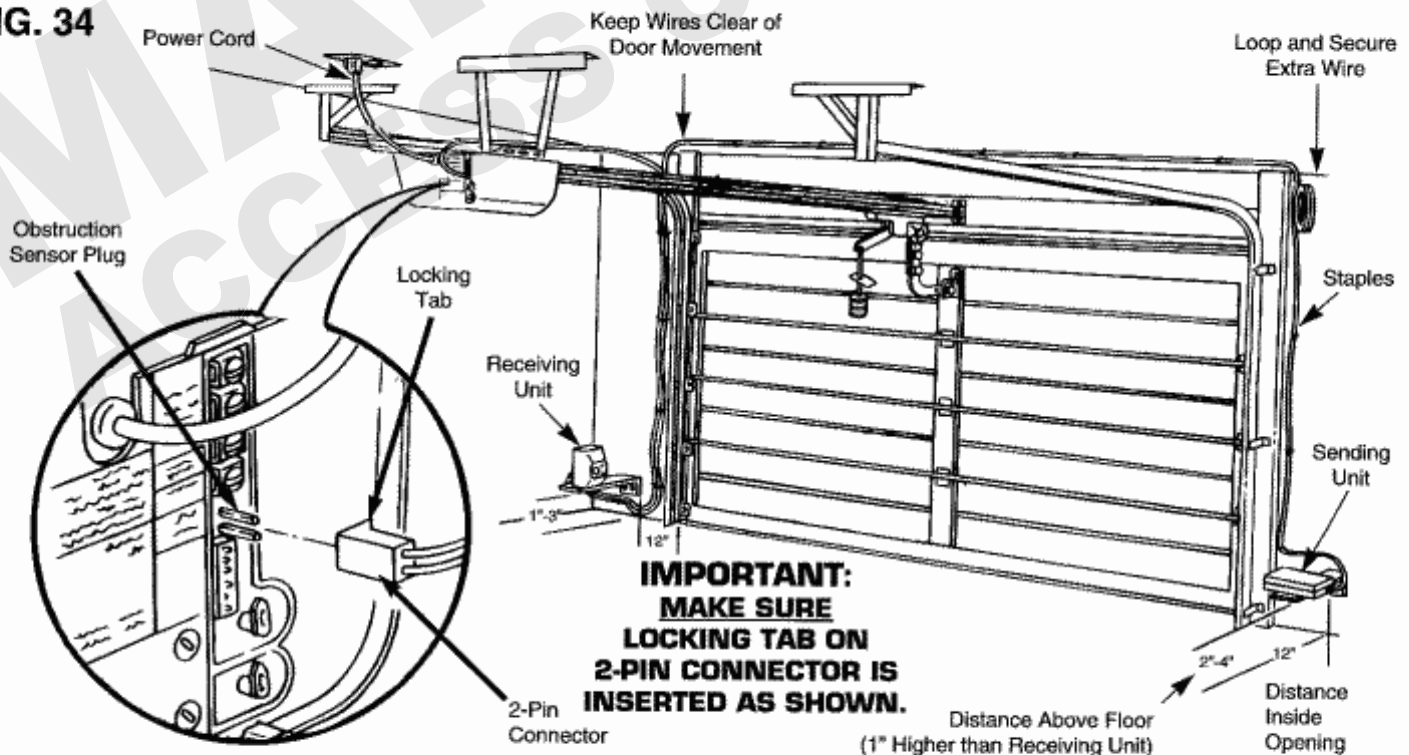
Carefully loop and secure any additional wire in a safe location. Do not staple through wire.

- G. Uncoil the remaining loop of wire with the small 2-pin connector attached to one end. Route the wire up the garage wall across the ceiling and down to the back of the power unit. Temporarily tack the wires in place using the staples provided. This wire can also be routed through the slot at the top of the plastic clips on top of the rails.

- H. Locate the 2-pin obstruction sensor plug on the back of the power unit. Carefully plug the connector onto the two metal tabs located inside the notch at the rear of the power unit. **Make sure locking tab is properly inserted as shown in the detail of Figure 34.** Leave a small loop of wire that attaches to the rear of the door opener power unit. This is to ensure that the connector will not pull off the tabs if the power unit moves during operation.

NOTE: The beam sensor is not yet operational. Later portions of this manual pertain to power connections and sensor alignment.

FIG. 34



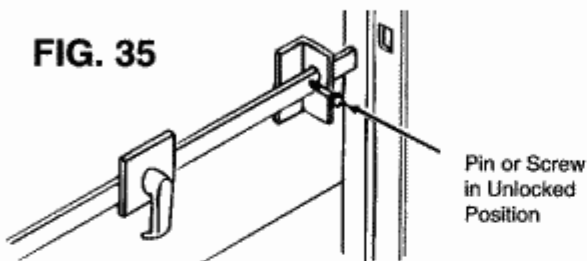
Installation (continued)

LOCK REMOVAL



IMPORTANT: THE DOOR OPENER PROVIDES FOR POSITIVE CLOSING OF THE DOOR. ALL EXISTING DOOR LOCKS MUST BE MADE INOPERATIVE. IF EXISTING DOOR LOCKS ARE LOCKED WHILE TRYING TO USE THE OPENER, DAMAGE TO OPENER AND DOOR COULD RESULT.

Pin or screw the existing lock mechanism in the "open" (unlocked) position. See Fig. 35. If necessary, the catch

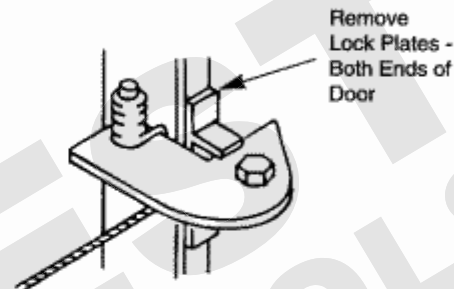


latches may be repositioned or the complete lock assembly may be removed. Because of the many styles of door locks, Figures 35 and 36 show only two of the more common types.



IMPORTANT: IT IS IMPORTANT THAT ALL ROPES AND CORDS THAT COULD CAUSE ENTANGLEMENT, ARE REMOVED FROM THE DOOR.

FIG. 36



PUSHBUTTON INSTALLATION

NOTE: If opener is supplied with a four-function wall console, the pushbuttons shown below WILL NOT be used. Please refer to those instructions now (packaged separately), then return to this page.

A. Strip about 1/4" of insulation off each end of pushbutton wire. Connect pushbutton wires to the two screws on rear of pushbutton as shown in Fig. 37.

FIG. 37

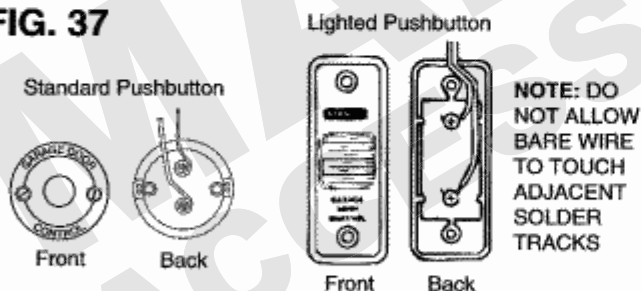
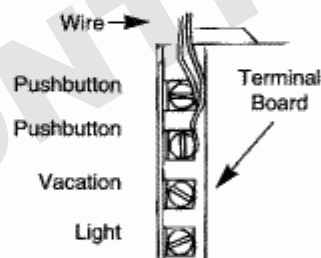


FIG. 38



E. Mount **Entrapment Warning Label** near the pushbutton. An additional mechanical means (staples, screws, etc.) may be required to secure this label to some surfaces if the adhesive on the label does not stick. See Fig. 39.



IMPORTANT: MOUNT THE PUSHBUTTON HIGHER THAN A CHILD CAN REACH AND IN A LOCATION WHERE THE DOOR IS EASILY VISIBLE.



NEVER PASS UNDER A MOVING GARAGE DOOR.

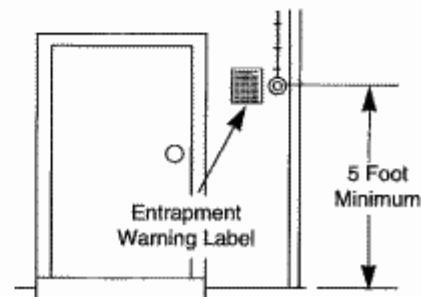
B. Locate pushbutton in a convenient location at least 5 feet above the floor and attach with the two wood screws provided.

C. Run wire from pushbutton to power unit. Use staples provided to secure wire. **DO NOT USE A STAPLE GUN.** Do NOT staple through wires. This will cause a short. Do NOT place wire close to the 120 volt power wires. Separate as far as possible.

NOTE: If garage has more than one opener, keep pushbutton wiring separated as far as possible.

D. Strip about 1/4" of insulation off the other ends of wire and connect to the two screw terminals labeled "PUSHBUTTON" at rear of the power unit. See Fig. 38.

FIG. 39



Radio Coding Instructions

Code switches on the power unit and on the transmitters must be coded identically for the opener to operate correctly. The following procedures should be followed to code the power unit and transmitters on newly-installed units and also on any replacement transmitters.



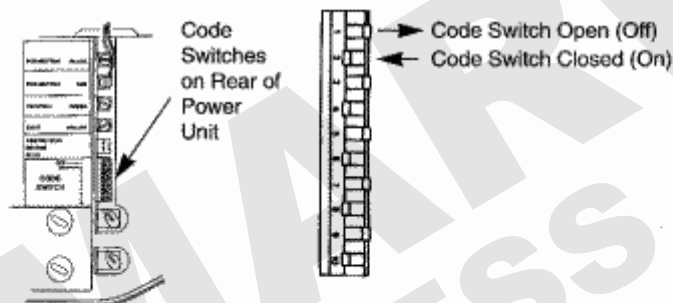
WARNING: KEEP TRANSMITTER OUT OF REACH OF CHILDREN.

A. Locate the bank of digital code switches on the rear panel of the power unit. With a pencil or pen, flip any combination of switches to set your own personal code. See Fig. 40.

NOTE: All odd-numbered switches are factory set to the OPEN position. All even-numbered switches are set to the CLOSED position.

IMPORTANT: DO NOT LEAVE THE CODE SWITCHES IN THE "AS PURCHASED" POSITION OR SET ALL SWITCHES IN THE SAME POSITION.

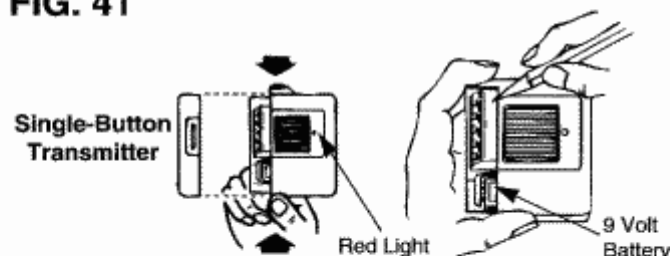
FIG. 40



B. Squeeze the transmitter case as shown in Fig. 41 and remove the side panel. The side panel may be removed more easily by twisting a nickel (5¢) in the coin slot on the bottom of the case.

C. With a pencil or pen, set the code switches in the identical positions (pattern) that you set the code switches on the rear panel of the power unit.

FIG. 41



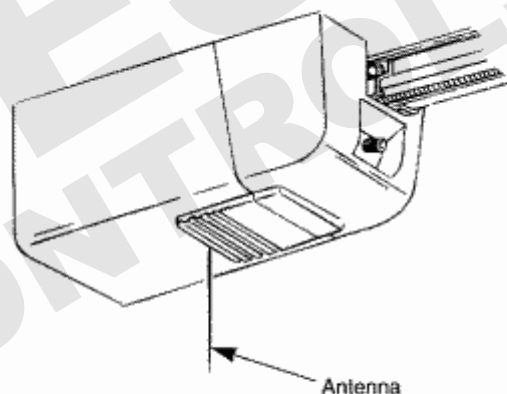
D. Replace the access panel on the transmitter.

NOTE: The small red light on top of the transmitter indicates when your transmitter is sending a signal. If the light does not come on when the transmitter button is pressed, check for a dead battery.

E. Straighten the radio antenna and point it straight down. See Fig. 42.

NOTE: DO NOT OPERATE OPENER AT THIS TIME. Power connections and sensor alignment still need to be completed.

FIG. 42



FCC Radio Usage Limitations

CAUTION: The garage door operator and all accessory radio equipment have been designed to Federal Communications Standards for Part 15 radio devices. Operation of this device is subject to the following conditions: (1) This device may not cause harmful interference; (2) This device must accept any interference that may be received, including interference that may cause undesired operation; (3) Changes or modifications not expressly approved by Stanley Home Automation, Division of The Stanley Works, could void the authority of users to operate this equipment.

Operation and Adjustments

IMPORTANT SAFETY INSTRUCTIONS

WARNING: BEFORE CONNECTING POWER, PLEASE REVIEW THESE IMPORTANT SAFETY INSTRUCTIONS. THEY ARE DESIGNED TO REDUCE THE RISK OF SEVERE INJURY OR DEATH. PLEASE READ AND FOLLOW ALL INSTRUCTIONS CAREFULLY.

- NEVER LET CHILDREN OPERATE, OR PLAY WITH DOOR CONTROLS. KEEP REMOTE CONTROL AWAY FROM CHILDREN.
- ALWAYS KEEP MOVING DOOR IN SIGHT AND AWAY FROM PEOPLE AND OBJECTS UNTIL IT IS COMPLETELY CLOSED. NO ONE SHOULD CROSS THE PATH OF THE MOVING DOOR.
- TEST DOOR OPENER MONTHLY. THE GARAGE DOOR MUST REVERSE ON CONTACT WITH A 1-1/2 INCH OBJECT (OR A 2 BY 4 BOARD LAID FLAT) ON THE FLOOR. IF ADJUSTING

EITHER THE FORCE OR THE LIMIT OF TRAVEL, RETEST THE DOOR OPENER. FAILURE TO ADJUST THE OPENER PROPERLY MAY CAUSE SEVERE INJURY OR DEATH.

- IF POSSIBLE, USE THE EMERGENCY RELEASE ONLY WHEN THE DOOR IS CLOSED. USE CAUTION WHEN USING THIS RELEASE WITH THE DOOR OPEN. WEAK OR BROKEN SPRINGS MAY CAUSE THE DOOR TO FALL RAPIDLY, CAUSING INJURY OR DEATH.
- KEEP GARAGE DOORS PROPERLY BALANCED. SEE OWNER'S MANUAL. AN IMPROPERLY BALANCED DOOR COULD CAUSE SEVERE INJURY. HAVE A QUALIFIED SERVICE PERSON MAKE REPAIRS TO CABLES, SPRING ASSEMBLIES AND OTHER HARDWARE.
- SAVE THESE INSTRUCTIONS.

POWER CONNECTION

TO REDUCE THE RISK OF ELECTRIC SHOCK, CONNECT THE POWER CORD ONLY TO A PROPERLY GROUNDED 3-PRONG, 120 VOLT OUTLET. DO NOT USE AN EXTENSION CORD OR CHANGE THE PLUG IN ANY WAY. IF THE PLUG DOES NOT FIT INTO THE OUTLET, CONTACT A QUALIFIED ELECTRICIAN TO INSTALL THE PROPER OUTLET. AS SOON AS POWER IS APPLIED TO THE UNIT, THE LIGHT ON THE OPENER SHOULD BLINK ONCE.

PERMANENT WIRING INSTRUCTIONS

DISCONNECT POWER AT FUSE BOX BEFORE PROCEEDING.

NOTE: Where required by local codes, the opener must be permanently wired. Services of a licensed electrician can be obtained to perform the above permanent wiring.

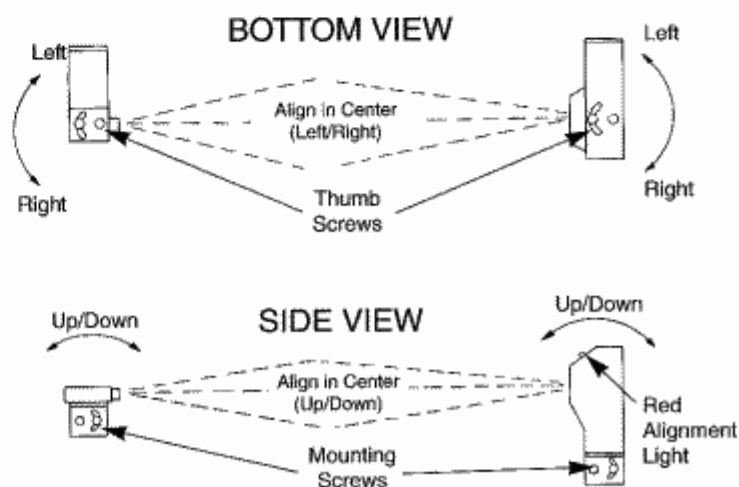
- Remove the cover from the power unit.
- Remove the electrical power cord from the opener and black plastic strain relief bushing. **NOTE:** Bushing can be removed by compressing with pliers and then pulling out.
- Attach the white lead to the silver colored terminal marked L1, the black lead to the brass colored terminal marked L2, and the green grounding lead to the ground screw using the external tooth cup washer located in the accessory bag. The washer is required to properly retain the wire.
- Replace the cover and switch power on at the fuse box.

BEAM SENSOR ALIGNMENT

- The beam sensor can be aligned by moving the sending and receiving units **up or down** and **left or right** until the red alignment light on the receiving unit comes on. The two thumb screws on the bottom can be loosened to move the unit **left or right**, and the two mounting screws that fasten the mounting brackets to the wall can be loosened to move the unit **up or down**. See Figure 43.
- Once the red alignment light comes on, pivot the unit **up or down** and **left or right** until you find the center of the operating angle. **Tighten all thumb screws and mounting screws when the system is centered.** This will prevent possible operating problems that may occur if the system is not aligned in the center of the operating angle.
- Finish securing all wire making sure not to break or open any of the conductors. Loop and secure any extra wire.

NOTE: TRACK TYPE BEAM SENSOR INSTRUCTIONS ENCLOSED SEPARATELY.

FIG. 43



Operation and Adjustments (continued)

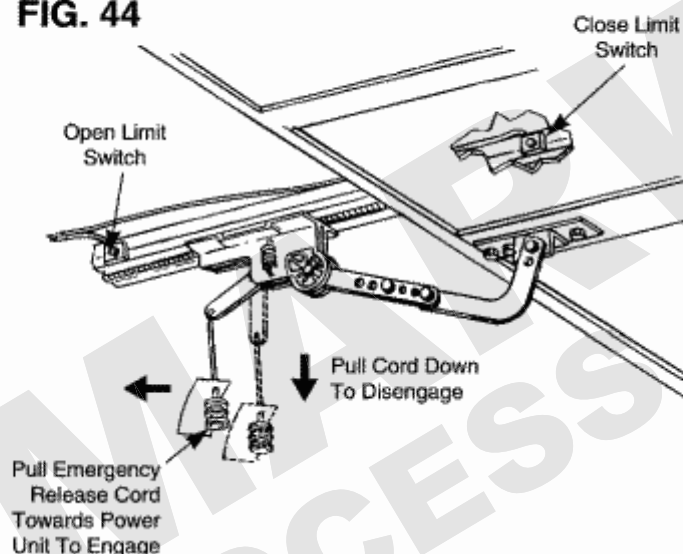
CONNECTING TRAVELER TO RAIL

During normal, powered operation the traveler must be engaged with the screw. The traveler and screw are engaged when the lever on the bottom of the traveler is pointing toward the power unit. If the traveler is not engaged, perform the following steps.

- Manually open the door half way until the traveler is positioned between the open and close limit switches on the rail.
- Pull the emergency disconnect cord on the traveler TOWARD the power unit until it "clicks" and engages with the screw. See Fig. 44.

IMPORTANT: NEVER CONNECT THE TRAVELER TO THE RAIL UNLESS IT IS POSITIONED BETWEEN THE OPEN AND CLOSE LIMITS ON THE RAIL, AND THE LIMIT SWITCH PLUG HAS BEEN CONNECTED TO THE POWER UNIT.

FIG. 44



DOOR OPERATION



CAUTION: THE OPENER WILL OPERATE DURING THE FOLLOWING STEPS. ENSURE NOTHING IS IN THE PATH OF THE DOOR BEFORE PROCEEDING.

NOTE: This operator is equipped with a thermal protector in the motor circuit. If during the following steps the unit shuts off and will not restart, wait 5-10 minutes for the motor to cool down, then continue adjustment.

- Push the transmitter button once. Keep the door pathway clear of obstructions. The door should begin to open and stop when the traveler reaches the open limit switch. If the door does not begin to move, refer to the radio coding instructions (page 20) of this manual, then return to this section.

NOTE: A magnet inside the traveler activates the limit switch.

- If the door begins to open then stops with the lights on the opener blinking, the **open force** adjustment must be increased.

IMPORTANT: IF A FORCE IS SELECTED THAT IS LOWER THAN WHAT IS REQUIRED TO MOVE YOUR DOOR, THE OPENER WILL REVERSE WHILE CLOSING OR STOP WHILE OPENING AND THE LIGHTS WILL BE FLASHING.

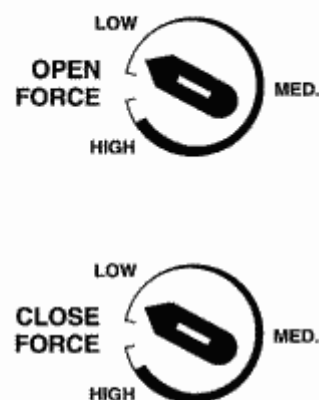
THE DOOR CAN NOT BE CLOSED IF THE BEAM SENSOR IS NOT CONNECTED AND PROPERLY ALIGNED. (UNLESS WALL-MOUNTED PUSHBUTTON IS HELD.) THE RED LIGHT ON THE BEAM SENSOR MUST BE ON.

- If the door is closing and an object passes between the sending unit and receiving unit of the beam sensor, the door will reverse and open with the opener lights blinking.

OPEN AND CLOSE FORCE ADJUSTMENTS

- The open and close force adjustments located on the rear of the opener select the amount of force the power unit applies to open and close the garage door. See Fig. 45. **These dials must be turned slowly in small increments to ensure the minimum amount of force is used to open and close your door.**

FIG. 45



- Beginning at low, turn the force dials (1/10 turn at a time) to increase the door force until the door can be cycled between the open and close limit positions without the lights on the opener blinking.

MANUAL OPERATION

In the event of a power failure the garage door can be opened or closed manually. This is done by pulling the emergency release on the traveler. See Fig. 44. This disengages the traveler from the screw, allowing the door to be opened or closed manually. When power is restored the traveler should be reattached to the screw as described in the paragraph on this page titled Connecting Traveler to Rail.

Operation and Adjustments (continued)

OBSTRUCTION TESTING

- A. Once the door can be cycled between the open and close limit positions without the system either stopping or reversing with the opener lights blinking, activate the door in the closed direction. While it is closing extend your hands under the bottom edge of the door and try to stop it. (The use of gloves is suggested.) **Do not stand in the pathway of the door or block the beam sensor.** The door should reverse off of your hands and begin to open with minimum force. See Fig. 46. If it does not reverse, or if the force is excessive, decrease the close force until a lower level is selected.
- B. Once the close force is properly adjusted, activate the door to open and try to stop it with your hands. **Do not put fingers between door sections.** The door should stop (not

reverse) with minimum force, otherwise the open force must be decreased until a lower force is selected.

FIG. 46



ENTRAPMENT TEST

WARNING: SEVERE DAMAGE TO DOOR, DOOR OPENER OR PERSONNEL MAY OCCUR IF THE CLOSE FORCE ADJUSTMENT IS SET TOO HIGH FOR CONDUCTING THE FOLLOWING TEST. Some doors require additional reinforcement to prevent damage. Read "Door Reinforcement" section of this manual (page 14) before continuing.

- A. With the door open, place a 1-1/2 inch solid object (2 by 4 board laid flat) under the door opening. Activate the door in the closed direction. The door should contact the object then reverse and open. If the door simply stops and does not reverse, it will be necessary to adjust the CLOSE limit switch on the rail.

DO NOT OVERTIGHTEN THUMB SCREWS ON LIMIT SWITCHES.

- B. Slide the CLOSE limit switch one (1) inch closer to the door, secure it in place, then conduct the Entrapment Test again. (There are indicator marks 1/2 inch apart on the

limit switch and traveler label to aid you in this adjustment.)

- C. Repeat this procedure as many times as necessary until the door reverses off of the 1-1/2 inch solid object, but can be closed securely against the floor without reversing once the object is removed. See Fig. 46.

NOTE: If the door fails to reverse off of the 1-1/2" object, discontinue use and contact the customer service department.

BEAM SENSOR TESTING

- A. Push the handheld transmitter to close the door. While the door is closing, test the beam sensor by obstructing the invisible beam. When obstructed, the red alignment light on the receiving unit should turn off. The closing door should stop, pause two seconds, then reverse and begin opening. The lights on the door opener should flash.
- B. Obstructing the beam while the door is opening will have no effect.

THAT'S IT — YOU'RE DONE! Please take time to read the remaining pages and fill out the warranty registration card.

Accessories

DIGITAL TRANSMITTER

Ten-position, rocker type with a possibility of 1,024 code combinations. This allows you to program your own personal code settings, completely unique from your neighbor's code. Reprogram your combinations as necessary. Compatible with all current Stanley digital openers.

Order Number 24911

EXTERIOR DISCONNECT LOCK

Used when you have no separate entrance to the garage. Should there be a power failure, it will disconnect the opener from outside the garage, enabling you to operate your door manually.

Order Number 24714

ELECTRIC KEYSWITCH

Used when you are out of your car and want to enter your garage. By inserting a key and turning it, the door will open or close.

Order Number 49019

DIGITAL CODEKEY™ ENTRY

This unique, multi-code entry system with telephone-type pushbutton keyboard will allow you to open or close your door from outside the garage by pressing your personal code.

Order Number 24718

Troubleshooting: Problem/Solution

OPENER DOES NOT WORK

- A. Make sure power cord is plugged into a properly grounded 3-prong, 120 volt outlet. Plug in a drill or other electrical tool to test for power.
- B. If opener has been cycled several times, the motor overload protector may be activated. Wait approximately 10 minutes for the motor to cool and then try again.
- C. If a four-function wall console is being used, make sure the vacation switch is in the "UNLOCKED" position.
- D. If door is severely out of balance, the opener may not be able to exert enough force to move it. Make sure all locks are removed. Pull the emergency disconnect cord to release the door from the opener. Check to see if the opener will operate if not connected to the door. If opener now operates review "Door Balance Test" on page 2 of this manual.

HANDHELD TRANSMITTER DOES NOT WORK OR HAS SHORT RANGE

- A. Review the "Radio Coding Instructions" on page 20 of this manual. Someone else's radio controls may be interfering with yours. Try changing your code.
- B. The battery in your transmitter may be dead or weak. Replace it with a 9 volt battery of the same type.
- C. Try moving or coiling the antenna wire on the opener.
- D. CB radios, computer equipment, powerful communication signals, and other door openers may cause undesirable interference and shorten radio range.

PUSHBUTTON DOES NOT WORK

- A. Make sure the pushbutton wires are not touching each other at the rear of the opener or at the pushbutton.
- B. If the wires are not touching each other and the problem still exists, disconnect the wires from the back of the opener and "short" across the two pushbutton screws using a key or screwdriver. If opener now operates, the pushbutton wires are probably shorted or broken.

LIGHTS FLASHING ON OPENER

- A. This may be caused by activating the obstruction system that is controlled by the **open or close force adjustment** on the rear of the opener. If it requires more force to move the door than the opener can supply, the lights on the opener will blink. A common cause is a poorly operating door or an obstruction. Review "Door Balance Test" and "Open and Close Force Adjustments" in this manual.
- B. If the beam sensor is not aligned and working correctly, the door can only be closed by holding the wall-mounted pushbutton. The transmitter cannot be used to close the door. The light on the opener will flash and the door will reverse and open if button is not held until the door is fully closed.
- C. If something obstructs the door while closing, it will reverse and open - lights will flash. If something obstructs the door while opening, it will stop - lights will flash.

DOOR CLOSSES - THEN OPENS WHEN REACHING THE FLOOR

- A. Is a rake handle, garden hose, snow, ice, etc., obstructing the door? Remove the obstruction then try closing the door again.
- B. Due to climatic conditions many concrete floors will heave or sink. It may be necessary to adjust the CLOSE limit switch that is located on the rail. Loosen and move the switch as required, then conduct the "Entrapment Test" specified in this manual.

DOOR OPENS TOO FAR - TRAVELER RUNS INTO THE POWER UNIT

- A. **MAKE SURE** the traveler is **BETWEEN** the open and close limits on the rail. If it is not, manually disconnect it, move the door manually, then reconnect it between the limit switches.
- B. Inspect the limit switch wires to make sure they are not broken, and that they are properly connected to the 3-pin connector on the top of the opener.

OPENER ACTIVATES BY ITSELF

- A. Somebody may be using the same radio code as you. **DO NOT** leave radio code switches in **factory set** position. Review "Radio Coding Instructions."

LIGHT STAYS ON

- A. The light time delay on the opener will keep the light on for approximately 4-1/2 minutes after the system has been activated, then will turn the light off automatically.
- B. If the opener has a **worklight** switch (which is supplied only with a four-function wall console), slide the switch to "OFF" position.
- C. If the opener has a **pedestrian** light switch (which is supplied only with a four-function wall console), the light will stay on for 4-1/2 minutes after the pedestrian door has been opened.

SOMETHING BROKE - NEED ASSISTANCE?

Identify the part in this instruction manual (on the next page), then contact your local dealer or use the customer service help line:

800-849-3998

- A. Reference the proper pages in this manual for all adjustments and settings.
- B. If the problem has been located in the radio controls (other than batteries), return only the transmitters and the control board. **DO NOT return the complete opener.**

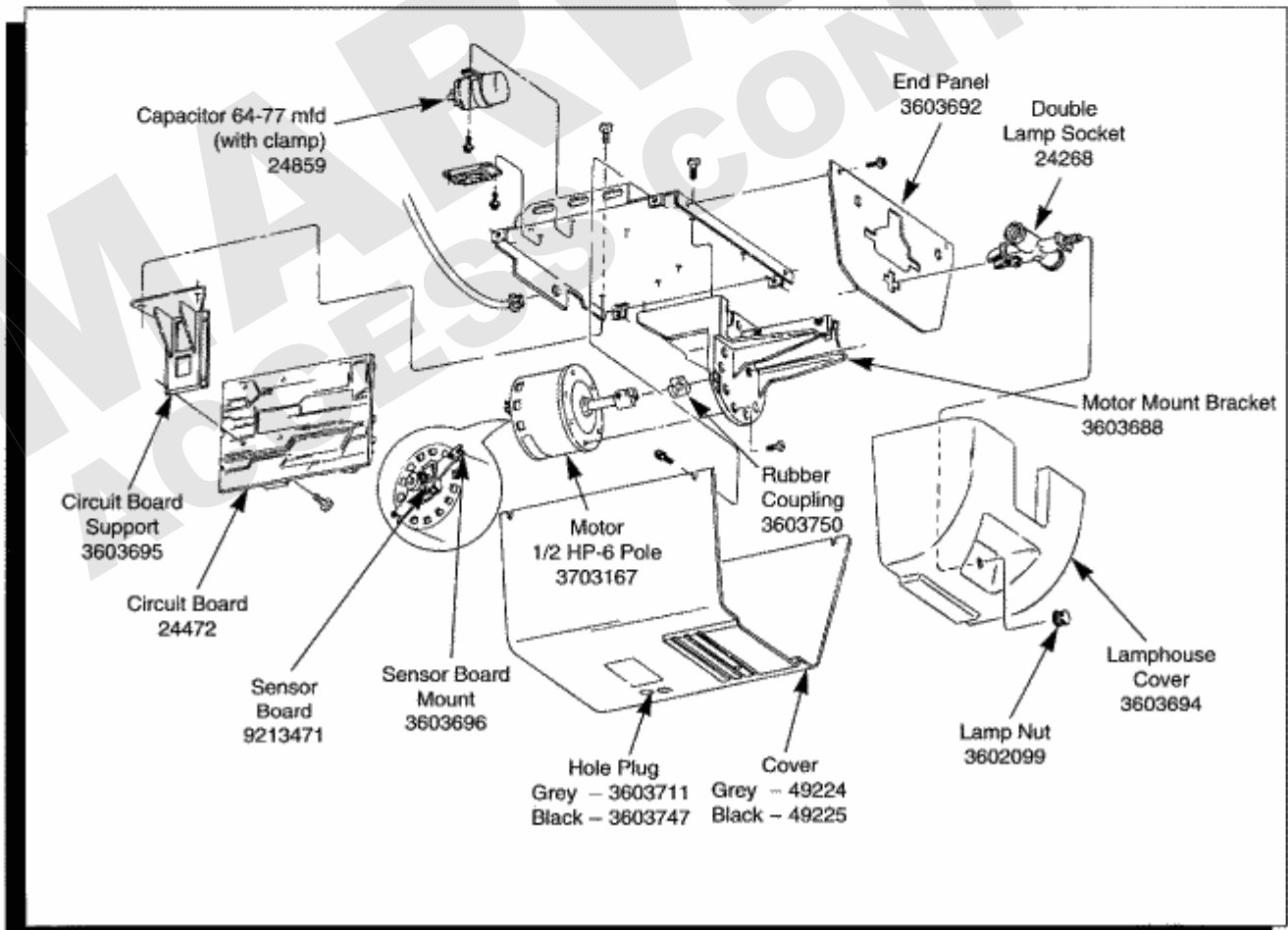
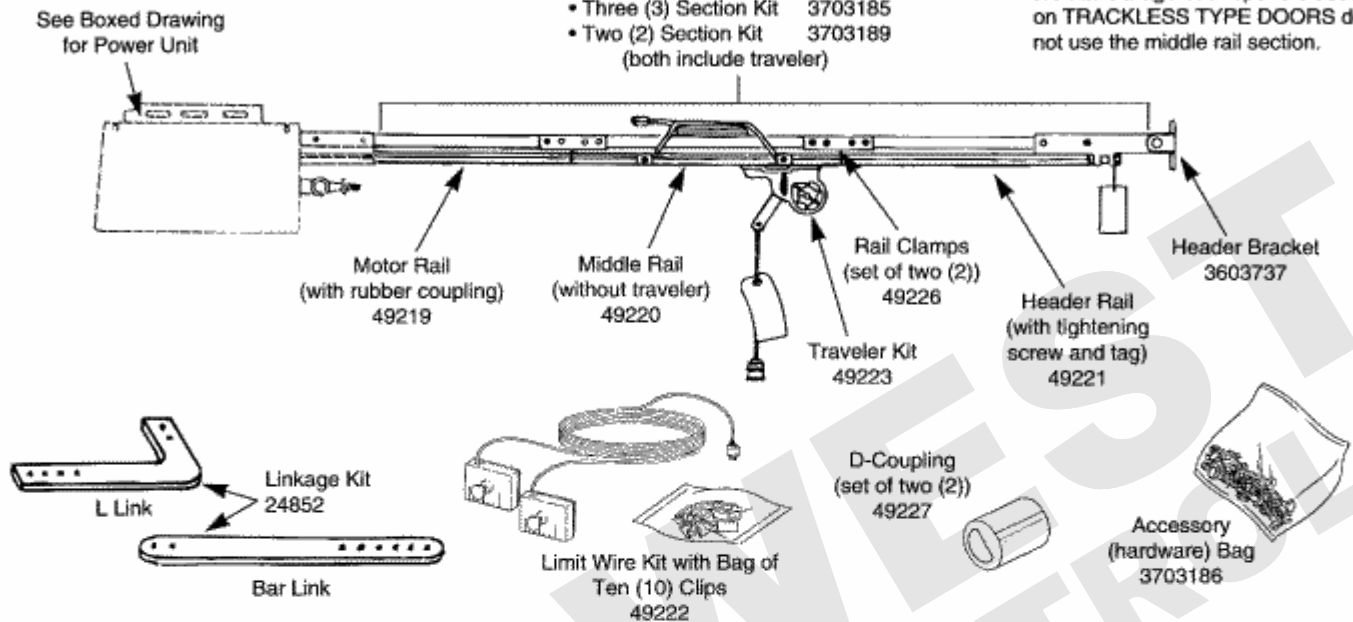
Parts List

NOT ALL PARTS SHOWN ARE SUPPLIED

Complete Rail System (without hardware)

- Three (3) Section Kit 3703185
 - Two (2) Section Kit 3703189
- (both include traveler)

NOTE: Garage door openers used on TRACKLESS TYPE DOORS do not use the middle rail section.



Periodic Inspections (Check these items monthly)

LUBRICATION: For easy operation and long life, lubricate all moving parts of your door with light oil several times yearly.

DOOR BALANCE TEST: Check door balance at 3/4 open, mid-point and 3/4 close positions. Refer to "Door Balance Test" in this manual.

OPEN AND CLOSE SETTINGS: Make sure the open and close limits are properly adjusted. Refer to manual.

EMERGENCY RELEASE: Close garage door and pull the red emergency release knob to ensure the door can be released from the opener.

HARDWARE: Inspect and retighten all nuts and bolts on the door and opener as required.

SAFETY: The **ENTRAPMENT TEST** is the single most important step in the installation of your garage door opener. The door must reverse when it comes in contact with a 1-1/2" high solid object placed on the garage floor. If the door does not reverse, refer to the **Obstruction Testing and Entrapment Test Instructions** in this manual or contact a door systems professional.

Failure to comply with this requirement may result in serious or fatal injury to anyone trapped by a closing garage door.



CAUTION: DISCONTINUE USAGE AND CONTACT AN AUTHORIZED DEALER OR THE CUSTOMER SERVICE DEPARTMENT ANY TIME A MALFUNCTION IS OBSERVED.

Toll Free Help Line

For technical questions or to place orders by phone, please call us at (800)849-3998 Mon-Fri 9am-5pm & Saturdays 9am-1pm Pacific Time, international calls use (818)725-7125

www.stanley-garage-opener.com

In-Warranty Service

During the warranty period, if the product appears as though it may be defective, call our Toll Free service before removal of the unit. A technician will diagnose the problem and promptly supply you with the parts for DO-IT-YOURSELF repairs, or provide you with shipping instructions for factory repair or replacement.

After Warranty

Need help after the warranty period?
Need help obtaining parts, service, and accessories?
Refer to your yellow pages under the following headings:

- Door Operating Devices
- Garage Doors and/or Garages
- Garage Door Openers
- Or your Local Dealer

Your local dealer stocks parts and accessories and can ensure that you are ordering the correct item.

Inspection & Maintenance Chart

Date Installed: _____ **Installed By:** _____ **Location:** _____

Tests & Maintenance Performed (*Check when completed*)

Date:	DOOR BALANCE	OBSTRUCTION TESTING	ENTRAPMENT TEST	EMERGENCY RELEASE	LUBRICATION	TIGHTEN HARDWARE

For technical questions or to place orders by phone, please call us at (800)849-3998 Mon-Fri 9am-5pm & Saturdays 9am-1pm Pacific Time, international calls use (818)725-7125

www.stanley-garage-opener.com

DO NOT THROW THIS MANUAL AWAY!

KEEP IN A SAFE PLACE FOR FUTURE REFERENCE

FOR YOUR RECORDS

Date Purchased _____

Where Purchased _____

Model Number _____

Date Code _____

Date Installed _____