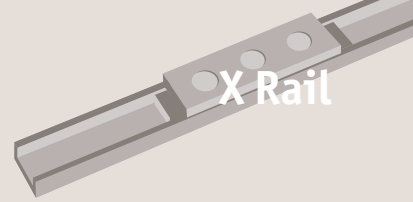




X Rails

Introduction



The X rail system is a highly cost-effective product made of zinc plated steel (L1970), the stainless steel version (L1971) has a high level of corrosion resistance.

Cost-effective and corrosion resistant

The X rail is relatively inexpensive as it is based on a rolled formed, steel section. It allows for adjustments due to misalignment of the structure that it is being used on and with internal raceways is suited for robust use but is not suitable for applications having significant moment loads.

The stainless steel (316L) version uses FDA and USDA compliant materials.

Zinc-plated version

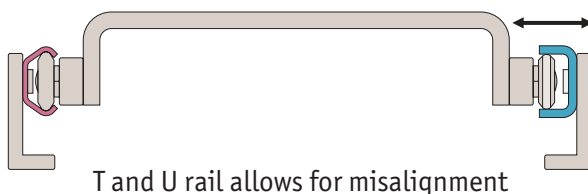
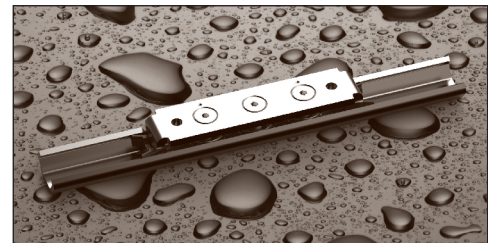
3 sizes to allow the most cost-effective solution for light and heavy duty applications.

Stocked

Same day despatch for lengths of up to 3 metres.

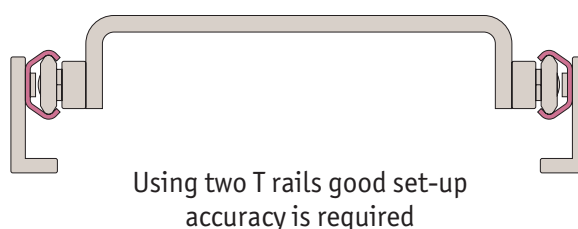
Stainless steel version

- High grade stainless (316L).
- For wet applications.
- 2RS (splash-proof) seals.



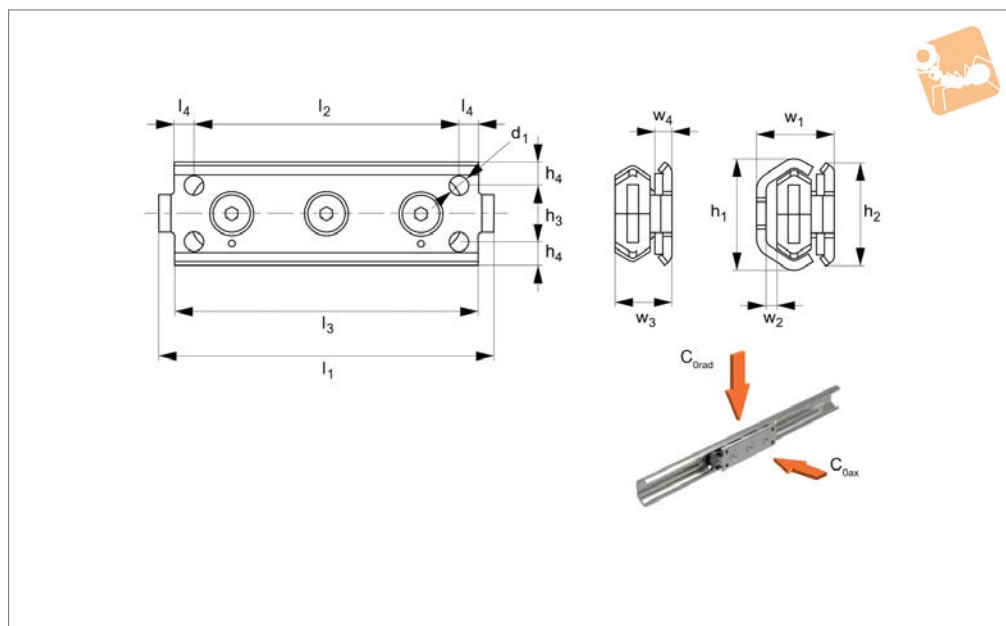
Flexibility in set-up

X rail allows the sliders one rail to remain fixed in place but allows some lateral movement of the sliders in the other rail to adapt to any misalignment.





L1971.LP



Material

Body stainless steel (316L), stainless steel (AISI 440) rollers with 2RS, water resistant rubber seals.

Technical Notes

The three sizes of sliders are suited to the

relevant L1971.TEX rail size.

Select the size and quantity to suit the required load.

Tips

The punched dot marked on the slider body indicates the orientation for the loading of

the fixed rollers.

The middle roller is eccentric, allowing the preload to be easily adjusted when mounted inside the rail.

Coefficient of friction (without seals) 0.01.

Order No.	Size	d_1	l_1	h_1	h_2	h_3	h_4	l_2	Weight kg
L1971.20T-080	20	M5	80	19.2	18	-	9.0	60	0.05
L1971.30T-088	30	M5	88	29.5	27	15	6.0	70	0.12
L1971.45T-150	45	M6	150	46.4	40	23	8.5	120	0.47

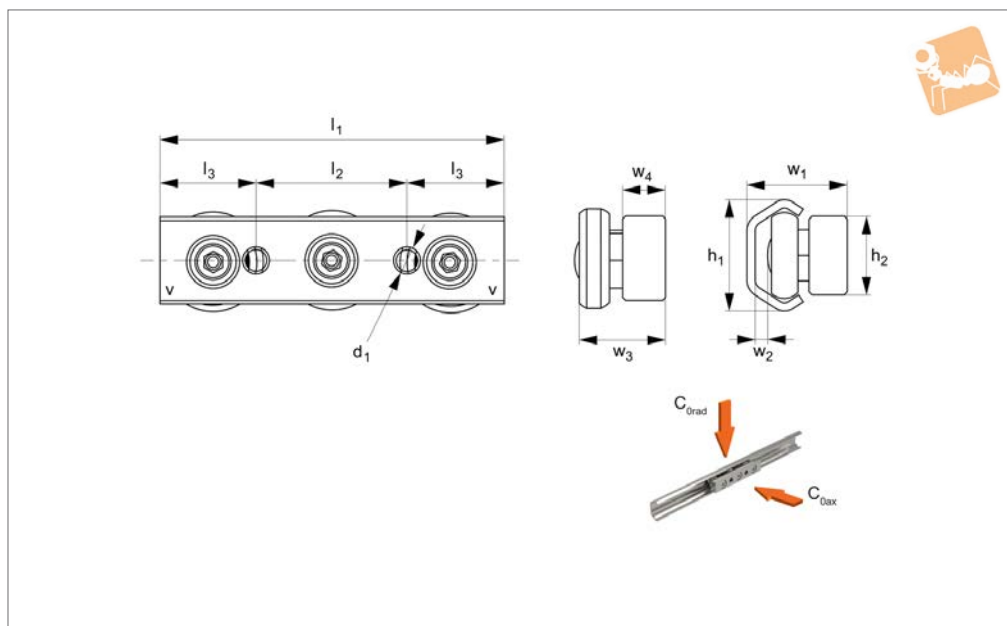
Order No.	l_3	l_4	w_1	w_2	w_3	w_4	Load C_0 rad N max.	Load C_0 ax N max.
L1971.20T-080	71	5.5	16.0	2.5	11.5	5.5	300	170
L1971.30T-088	80	5.0	20.5	3.5	15.0	4.5	800	400
L1971.45T-150	135	7.5	31.0	5.0	22.0	4.0	1600	860



Solid Body Stainless Sliders for T rail (master)



Long Linear
Rails



L1971.SBT

LONG LINEAR RAILS

Material

Body stainless steel (316L), stainless steel (AISI 440) rollers with 2RS, water resistant rubber seals.

For size 20 sliders there are two threaded holes on the centreline.
Select the size and quantity to suit the required load.

rollers.

The middle roller is eccentric, allowing the preload to be easily adjusted when mounted inside the rail.

Coefficient of friction (without seals) 0.01.

Technical Notes

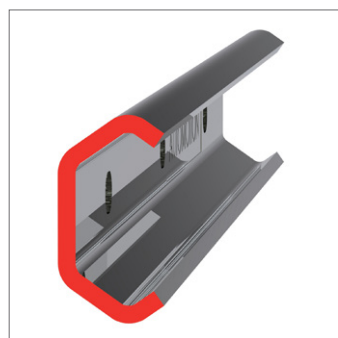
The three sizes of sliders are suited to the relevant L1971.TEX rail size.

Tips

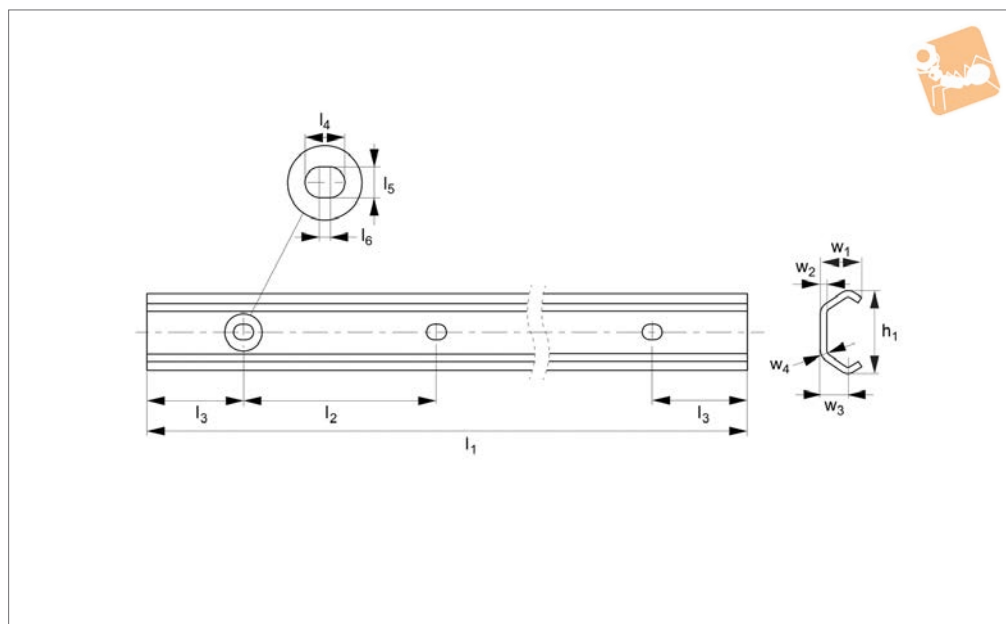
The „V“ marks on the slider body indicate the orientation for the loading of the fixed

Order No.	Size	d ₁	l ₁	d ₂	h ₁	h ₂	h ₃	Weight kg
L1971.20T-060	20	M5	60	-	19.2	10	-	0.04
L1971.26T-080	26	M 5	80	-	26.1	25	-	0.10
L1971.30T-080	30	M6	80	-	29.5	20	-	0.17
L1971.40T-135	40	-	135	M 6	39.5	35	23	0.45
L1971.45T-120	45	M8	120	-	46.4	25	-	0.47

Order No.	h ₄	l ₂	l ₃	l ₄	w ₁	w ₂	w ₃	w ₄	Load C _{0 rad} N max.	Load C _{0 ax} N max.
L1971.20T-060	-	20	20	-	17.8	2.6	13.0	6	300	170
L1971.26T-080	12.5	30	25.0	-	22.00	3.7	15.80	4	740	370
L1971.30T-080	-	35	22.5	-	26.5	3.3	20.7	10	800	400
L1971.40T-135	6.0	-	7.5	120	28.65	5.0	20.65	6	1470	740
L1971.45T-120	-	55	32.5	-	38.0	5.1	28.9	12	1600	860



L1971.T



Material

Stainless steel (316L). Corrosion resistant
FDA/USDA compliant materials.

Technical Notes

X rail is for light duty loads, select number

of carriages to suit.

Tips

Use hex. socket oval head screws (ISO
7380), see part no. L1971.S.

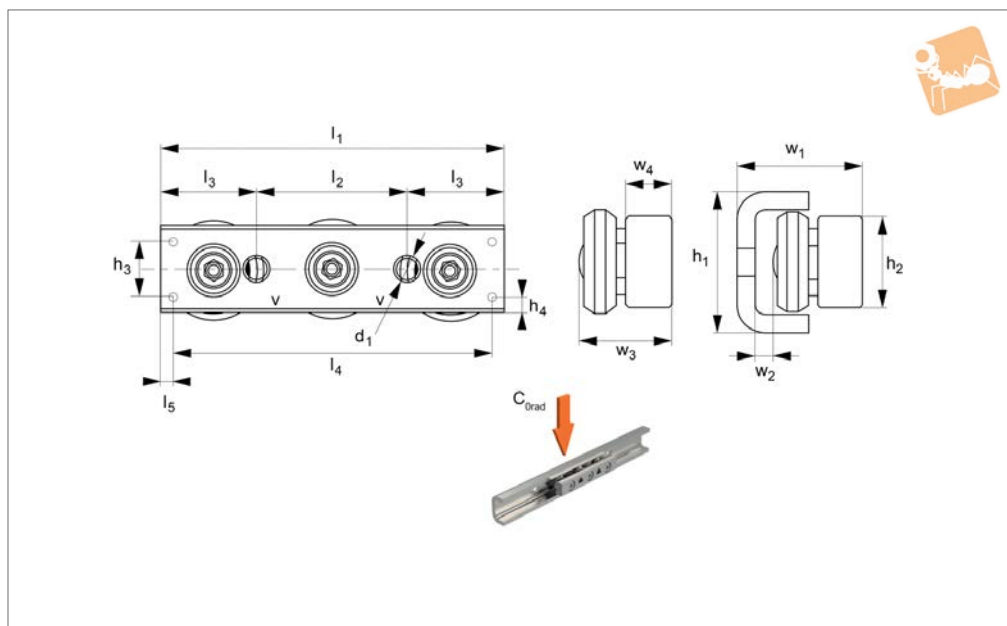
Order No.	Rail size	l_1	h_1	l_2	l_3	l_4	l_5	l_6	w_1	w_2	w_3	w_4	For screw	Weight kg
L1971.20T-1040	20	1040	19.2	80	40	7	4.5	2.5	10.2	2.0	6.9	3.0	M 4	0.47
L1971.20T-2080	20	2080	19.2	80	40	7	4.5	2.5	10.2	2.0	6.9	3.0	M 4	0.47
L1971.20T-3120	20	3120	19.2	80	40	7	4.5	2.5	10.2	2.0	6.9	3.0	M 4	0.47
L1971.26T-1040	26	1040	26.1	80	40	11	6.0	5.0	14.0	2.5	9.5	4.5	M 4	0.80
L1971.26T-2080	26	2080	26.1	80	40	11	6.0	5.0	14.0	2.5	9.5	4.5	M 5	0.80
L1971.26T-3120	26	3120	26.1	80	40	11	6.0	5.0	14.0	2.5	9.5	4.5	M 5	0.80
L1971.30T-1040	30	1040	29.5	80	40	11	6.0	5.0	15.0	2.5	10.0	4.5	M 5	0.90
L1971.30T-2080	30	2080	29.5	80	40	11	6.0	5.0	15.0	2.5	10.0	4.5	M 5	0.90
L1971.30T-3120	30	3120	29.5	80	40	11	6.0	5.0	15.0	2.5	10.0	4.5	M 5	0.90
L1971.40T-1040	40	1040	39.5	80	40	13	9.0	4.0	20.0	3.0	13.0	6.0	M 8	1.55
L1971.40T-2080	40	2080	39.5	80	40	13	9.0	4.0	20.0	3.0	13.0	6.0	M 8	1.55
L1971.40T-3120	40	3120	39.5	80	40	13	9.0	4.0	20.0	3.0	13.0	6.0	M 8	1.55
L1971.45T-1040	45	1040	46.4	80	40	11	9.0	2.0	24.0	4.0	15.5	6.5	M 8	2.29
L1971.45T-2080	45	2080	46.4	80	40	11	9.0	2.0	24.0	4.0	15.5	6.5	M 8	2.29
L1971.45T-3120	45	3120	46.4	80	40	11	9.0	2.0	24.0	4.0	15.5	6.5	M 8	2.29



Solid Body Stainless Sliders for U rail (slave)



Long Linear
Rails



L1971.SBU

LONG LINEAR RAILS

Material

Body stainless steel (316L), stainless steel (AISI 440) rollers with 2RS, water resistant rubber seals.

Technical Notes

The three sizes of sliders are suited to the relevant L1971.UEX rail size.

Select the size and quantity to suit the required load.

Tips

The „V“ marks on the slider body indicate the orientation for the loading of the fixed rollers.

The middle roller is eccentric, allowing the

preload to be easily adjusted when mounted inside the rail.

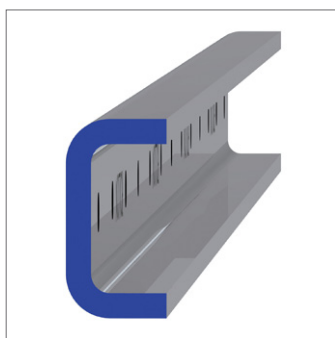
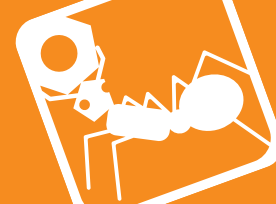
Coefficient of friction (without seals) 0.01.

Important Notes

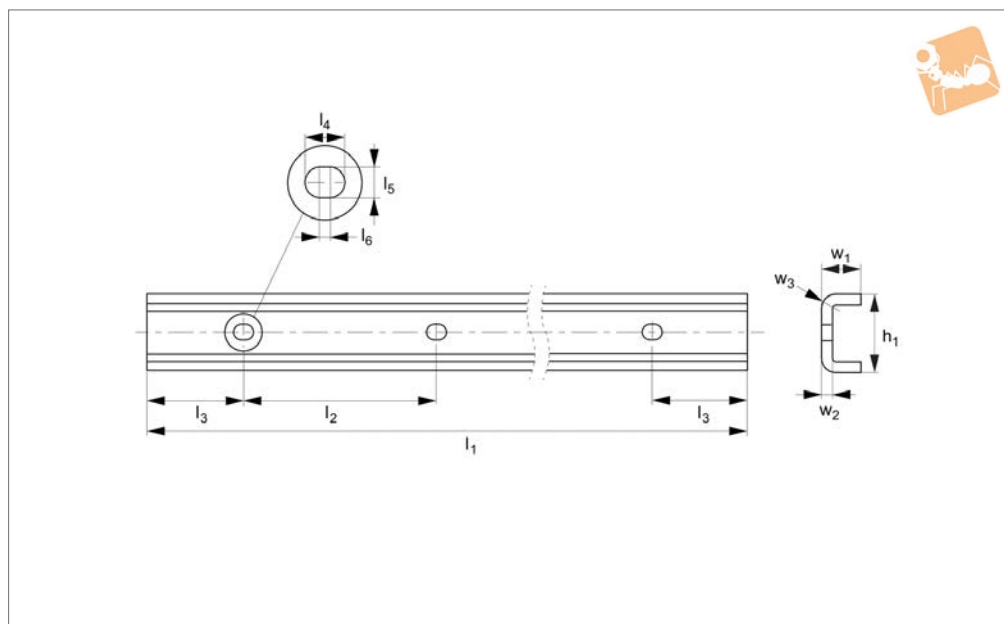
Sliders in U rails cannot accept axial loads.

Order No.	Size	d ₁	l ₁	d ₂	h ₁	h ₂	h ₃	Weight kg
L1971.30U-080	30	M6	80	-	31.8	20	-	0.16
L1971.40U-135	40	-	135	M 6	38.5	35	23	0.45
L1971.45U-120	45	M8	120	-	44.8	25	-	0.45

Order No.	h ₄	l ₂	l ₃	l ₄	l ₅	w ₁	w ₂	w ₃	w ₄	Load C _{0 rad} N max.
L1971.30U-080	-	35	22.5	-	-	27,95 ± 0,60	3.5	19.2	10	800
L1971.40U-135	8	-	-	120	7.5	29.95 ± 1.60	-	-	6	1470
L1971.45U-120	-	55	32.5	-	-	37,25 ± 0,60	5.0	25.5	12	1600



L1971.U



Material

Stainless steel (316L). Corrosion resistant
FDA/USDA compliant materials.

Technical Notes

X rail is for light duty loads, select number

of carriages to suit.

Tips

Use hex. socket oval head screws (ISO
7380), see part no. L1971.S.

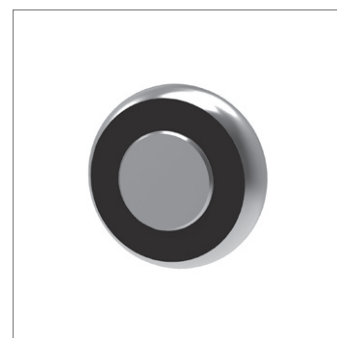
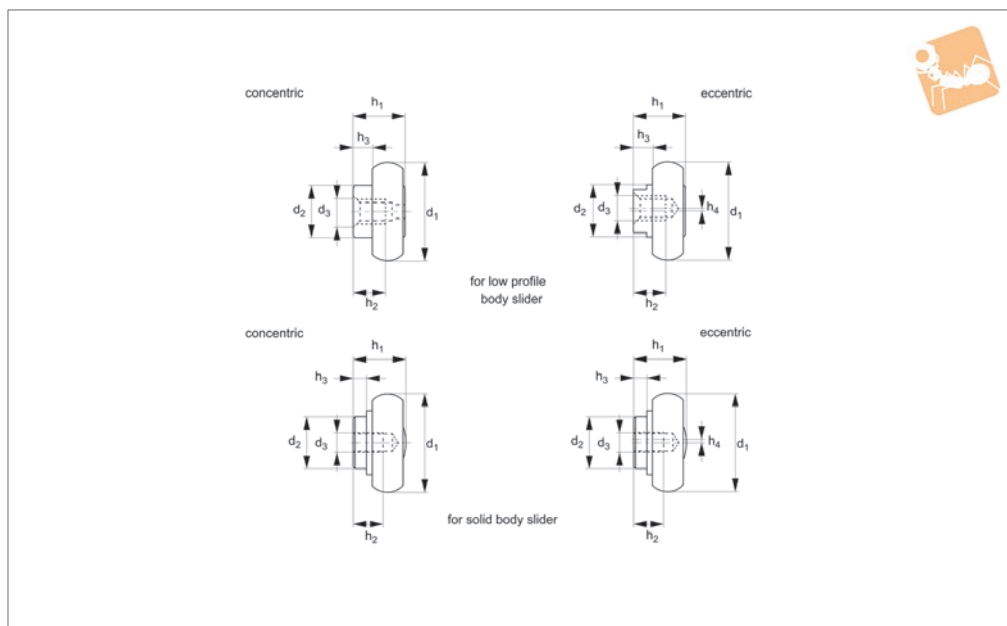
Order No.	Rail size	l_1	h_1	l_2	l_3	l_4	l_5	l_6	w_1	w_2	w_3	For screw	Weight kg
L1971.30U-1040	30	1040	31.8	80	40	8.4	6.4	2	16	4	7	M5	1.4
L1971.30U-2080	30	2080	31.8	80	40	8.4	6.4	2	16	4	7	M5	2.8
L1971.30U-3120	30	3120	31.8	80	40	8.4	6.4	2	16	4	7	M5	4.2
L1971.40U-1040	40	1040	38.5	80	40	13	9	4	21.0	3	6	M8	1.7
L1971.40U-2080	40	2080	38.5	80	40	13	9	4	21.0	3	6	M8	3.4
L1971.40U-3120	40	3120	38.5	80	40	13	9	4	21.0	3	6	M8	5.1
L1971.45U-1040	45	1040	44.8	80	40	11	9	2	24.5	4.5	9.5	M8	2.9
L1971.45U-2080	45	2080	44.8	80	40	11	9	2	24.5	4.5	9.5	M8	5.8
L1971.45U-3120	45	3120	44.8	80	40	11	9	2	24.5	4.5	9.5	M8	8.7



Stainless Replacement Rollers for T version stainless X rail



Long Linear
Rails



L1971.CRT

LONG LINEAR RAILS

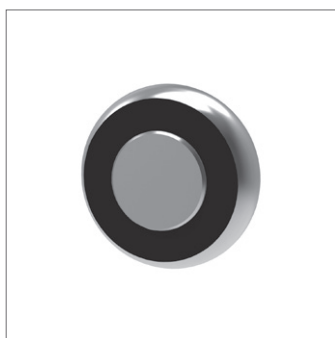
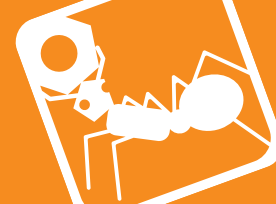
Material

Rollers stainless steel (AISI 440C) with water resistant rubber seals (2RS).

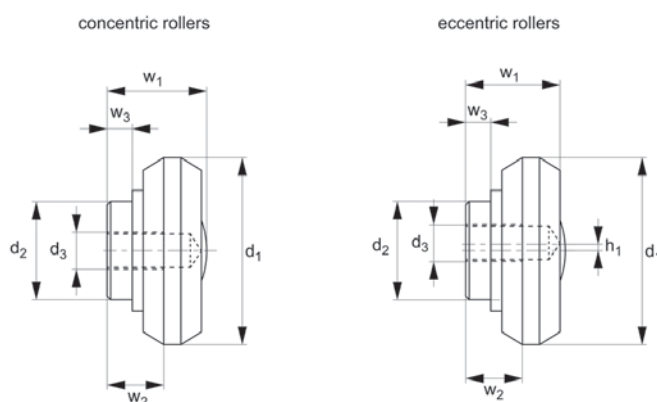
Technical Notes

For use with X rail stainless steel sliders in T type stainless steel rail.

Order No.	For slider type	Type	Body	d ₁	d ₂	d ₃	h ₁	h ₂	h ₃	h ₄	Weight g
L1971.CRPNX20	L1971.20T-080	Concentric	Low prof.	14.0	8	M4	8.5	6	4.0	-	6
L1971.CRPAX20	L1971.20T-080	Eccentric	Low prof.	14.0	8	M4	8.5	6	4.0	0.5	6
L1971.CRPNX30	L1971.30T-088	Concentric	Low prof.	22.8	12	M5	12.0	7	4.5	-	20
L1971.CRPAX30	L1971.30T-088	Eccentric	Low prof.	22.8	12	M5	12.0	7	4.5	0.6	20
L1971.CRPNX45	L1971.45T-150	Concentric	Low prof.	35.6	16	M6	18.0	12	6.0	-	68
L1971.CRPAX45	L1971.45T-150	Eccentric	Low prof.	35.6	16	M6	18.0	12	6.0	0.8	68
L1971.CRNX20	L1971.20T-060	Concentric	Solid	14.0	6	M4	8.7	6	1.8	-	6
L1971.CRAX20	L1971.20T-060	Eccentric	Solid	14.0	6	M4	8.7	6	1.8	0.5	6
L1971.CRNX30	L1971.30T-080	Concentric	Solid	22.8	10	M5	14.0	9	3.8	-	22
L1971.CRAX30	L1971.30T-080	Eccentric	Solid	22.8	10	M5	14.0	9	3.8	0.6	22
L1971.CRNX45	L1971.45T-120	Concentric	Solid	35.6	12	M6	20.5	14.5	4.5	-	70
L1971.CRAX45	L1971.45T-120	Eccentric	Solid	35.6	12	M6	20.5	14.5	4.5	0.8	70



L1971.CRU



Material

Rollers stainless steel (AISI 440C) with water resistant rubber seals (2RS).

Technical Notes

For use with X rail stainless steel sliders in U type stainless steel rail.

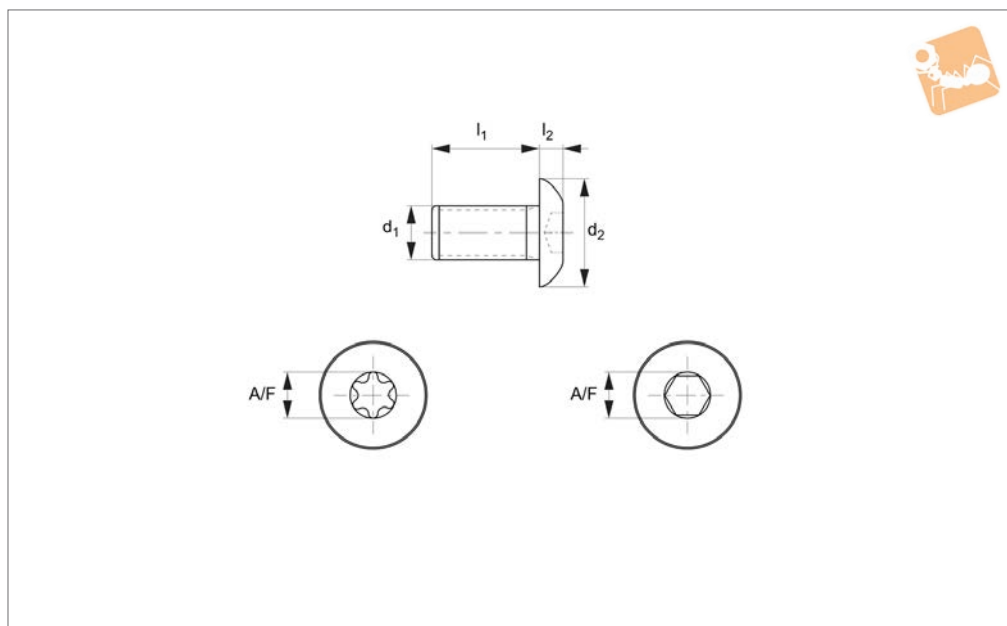
Order No.	For slider type	Type	Body	d ₁	d ₂	d ₃	h ₁	w ₁	w ₂	w ₃	Weight g
L1971.CPNX20	L1971.20U-060	Concentric	Solid	14	6	M4	-	7.35	5.5	1.8	4
L1971.CPAX20	L1971.20U-060	Eccentric	Solid	14	6	M4	0.4	7.35	5.5	1.8	4
L1971.CPNX30	L1971.30U-080	Concentric	Solid	23.2	10	M5	-	13	7	3.8	18
L1971.CPAX30	L1971.30U-080	Eccentric	Solid	23.2	10	M5	0.6	13	7	3.8	18
L1971.CPNX45	L1971.45U-120	Concentric	Solid	35	12	M6	-	18	12	4.5	60
L1971.CPAX45	L1971.45U-120	Eccentric	Solid	35	12	M6	0.8	18	12	4.5	60



Fixing screws for stainless steel X rail



Long Linear
Rails



L1971.S

LONG LINEAR RAILS

Material

ISO 7380 hex. socket or Torx oval head
screws A4 (316) stainless steel.

Order No.	Size	Type	d ₁ x p	l ₁	d ₂	l ₂ max.	Torque to Nm	A/F
L1971.T20	TX-1	Torx oval	M4 x 0,7	8	7.6	2.2	3	2.5
L1971.T30	TX-2	Torx oval	M5 x 0,8	10	9.5	2.8	9	3
L1971.T45	TX-6	Torx oval	M8 x 1,25	16	14	4.4	22	5



Specifications

- Maximum speed 1,5 m/s.
- Maximum acceleration 2 m/s².
- Maximum rail length 3120 mm.
- Three rail sizes 20, 30 and 45.
- Temperature range steel -30°C to +120°C.
- Temperature range stainless -30°C to +100°C.
- Sliders have two fixed rollers and one eccentric roller for adjustment of preload.
- Two slider body types; solid slider version and low profile slider version (T rails only).
- Joining of rails together, if required please discuss with our Technical Department.
- Not suitable for large moment loads (in this case use two or more sliders/rails to reduce moment loads).
- For applications with high moment and/or higher precision loads please use our Compact Rail System.

Applications



Safety guarding

Extending protective systems
sliding gates
automatic pick & place



Sliding doors & windows

Internal sliding doors
gates • roof lights
display cases



Medical technology

X-ray equipment
dental chairs
bed extensions



Food, drink & pharmaceuticals

Food handling conveyors
pharmaceutical factories
stainless display equipment



Transport (naval)

Sliding hatches
pull-out storage



Transport (rail)

Seat adjustment
sliding doors
battery removal units



Transport (automotive)

Ambulance sliding systems
fire fighting vehicles
sliding panels



Transport (military)

Sliding seats
protective hatches
stretcher extensions



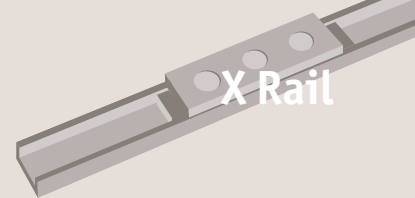
Water & waste

Sliding protective hatches
wash down applications
water tank doors



Technical Information

Rail types



X Rail

L1970 Zinc-plated steel version

Solid body slider



L1970.CEST/U
(2Z dust proof seals)

Low profile slider

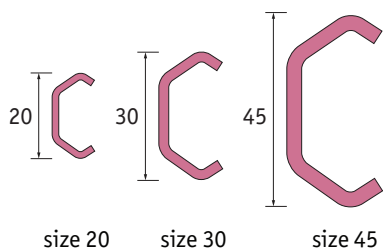


L1970.CES
(2Z dust proof seals)



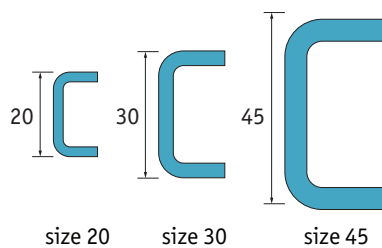
Zinc-Plated Steel

T Rail (master)



L1970.TES

U Rail (slave)



L1970.UES



Zinc-Plated Steel

L1971 Stainless Steel version

Solid body



L1971.CEXT/U
(2RS splash proof seals)

Low profile slider

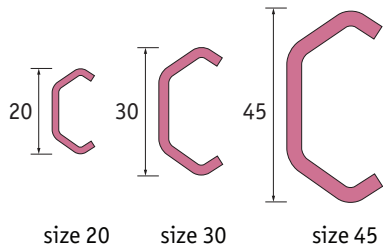


L1971.CEX
(2RS splash proof seals)



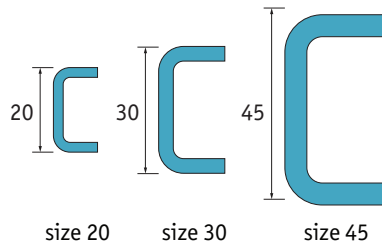
Stainless Steel

T Rail (master)



size 20 size 30 size 45

U Rail (slave)



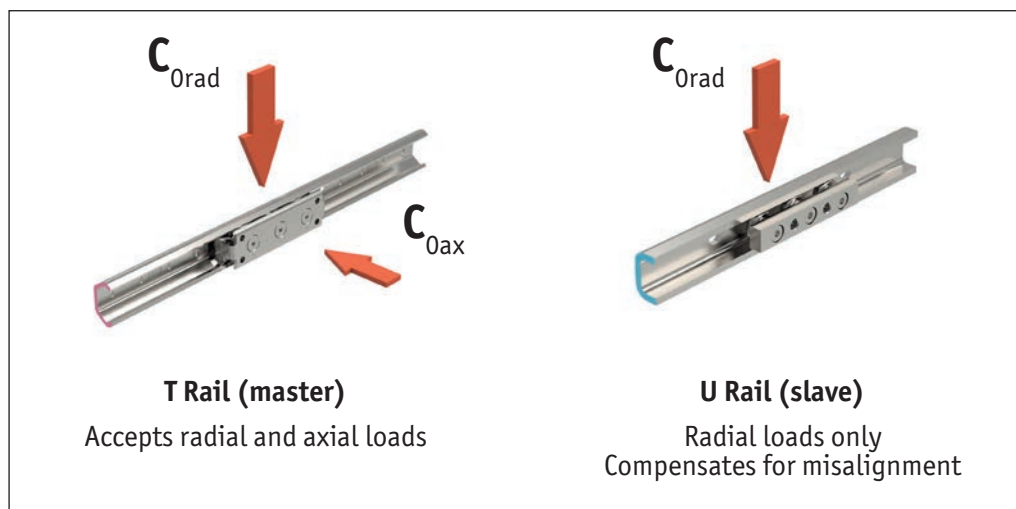
size 20 size 30 size 45



Stainless Steel



Two rail types



Selecting the correct rail

Firstly

The decision needs to be made if zinc plated steel or stainless steel rails and sliders are required.

- The zinc plated steel version (L1970) of the product is considerably less expensive than the 316L stainless steel type (L1971).
- The rollers in the zinc plated (L1970) sliders are protected by 2Z metal bearing covers. These are not meant to be used in anything other than a dry environment.
- The L1971 stainless steel X rail system is resistant to water and many chemicals. The slider rollers have rubber 2RS roller seals – being water resistant (not to be used fully submersed).

Secondly

The size of system to be used is selected.

- There are three different rail and slider sizes: 20, 30 and 45.
- The load that is being carried and its shape needs to be considered. The X rail system is not really suited for moment loads. If moment loads exist then two or more rails/sliders should be used to offset this. Typically 2, 4 or more sliders are used and the load carried should be divided over the number of sliders bearing in mind that if using a U rail slider along with a T rail, the U rail sliders do not have any axial load capacity.
- The rails are supplied in standard lengths of 1040mm, 2080mm and 3120mm – and can easily be cut to other required lengths by Automotion (on request).

Finally

Decide whether a low profile slider or a solid body slider is required (low profile sliders are only available for T rails). The low profile (L1970.CES and L1971.CEX) sliders are less expensive than the solid body sliders.

Please note

It is very important to ensure that the correct low profile fixing screws are used with this rail (see part no. L1970.S for zinc plated steel and L1971.S for stainless steel). Using other higher profile heads may lead to contact between the underside of the slider and the top of the screws.

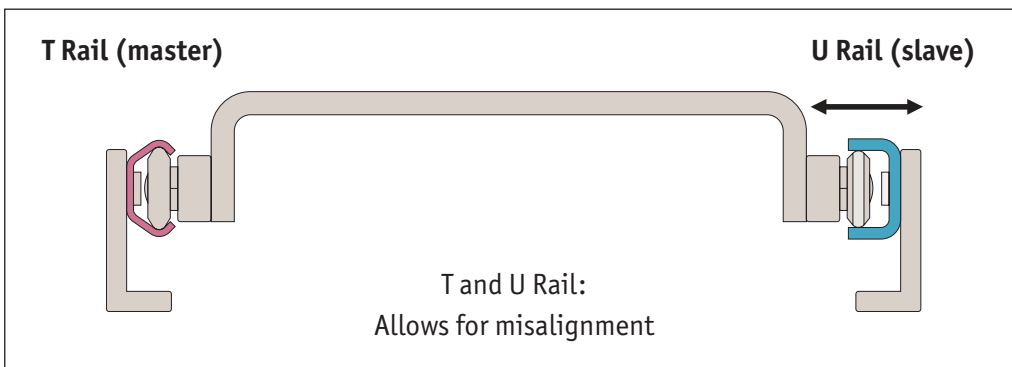
T rails (master) and U rails (slave)

It is often the case, with the X rail system, that two T rails are used in the system design. However, where there are substantial alignment issues it is better to use a T rail (master) and U rail (slave) as below.

This allows the slider in the T rail to remain fixed in the place, but allows some lateral movement of the sliders in the U rail to adapt to any misalignment and avoid any issues of stiction.

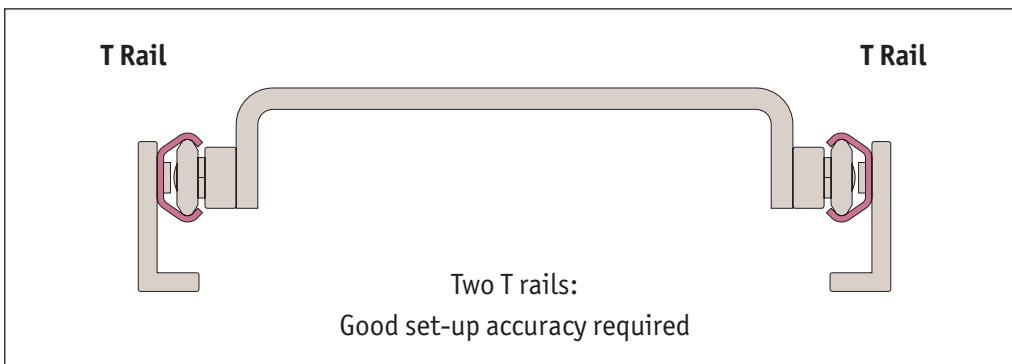
U rails have flat parallel raceways that allow free lateral movement of the sliders. The maximum lateral movement for each size rail is shown in the table that follows.

T and U rails



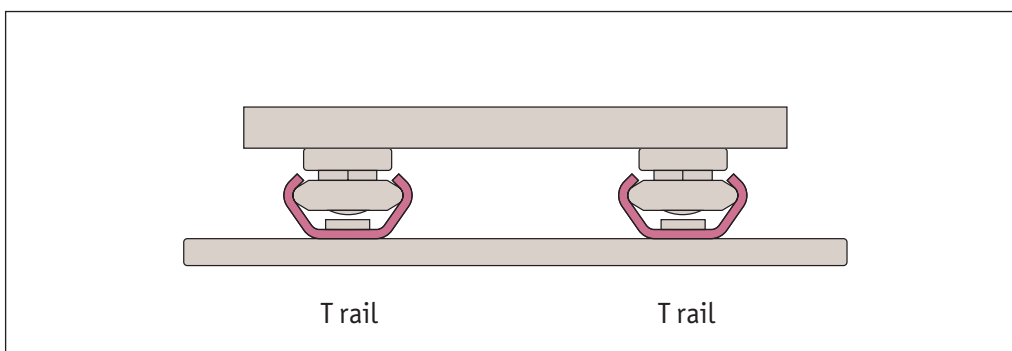
T and T rails

Some customers prefer to use two T rails as shown below. Whilst this is acceptable, a greater degree of accuracy is required in the structure on which the system is used.



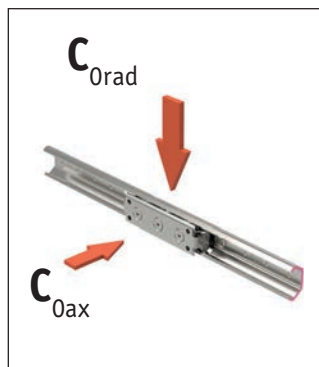
It is however also acceptable (but not the preferred method), to use the rails as below but the alignment accuracy needed is slightly greater and in this set up only T type rails can be used. In this instance we recommend the use of solid body sliders L1970.CEST (steel) or L1971.CEXT (stainless) rather than the low profile sliders.

Ensure a significant margin of safety is applied to the load ratings or consider using our hardened steel Compact Rail System.



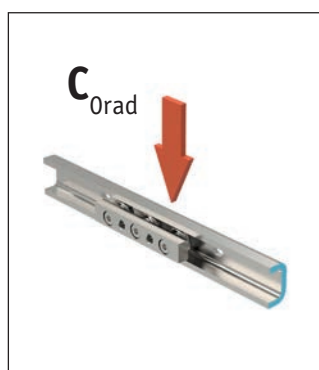


L1970 and L1971 slider load ratings for T rails



Part no.	Material	Body	C _{0rad} N	C _{0ax} N
L1970.20T-060	Steel	Solid	326	185
L1970.30T-080	Steel	Solid	870	435
L1970.45T-120	Steel	Solid	1740	935
L1970.20T-080	Steel	Low Profile	326	185
L1970.30T-088	Steel	Low Profile	870	435
L1970.45T-150	Steel	Low Profile	1740	935
L1971.20T-060	Stainless Steel	Solid	300	170
L1971.30T-080	Stainless Steel	Solid	800	400
L1971.45T-120	Stainless Steel	Solid	1600	860
L1971.20T-080	Stainless Steel	Low Profile	300	170
L1971.30T-088	Stainless Steel	Low Profile	800	400
L1971.45T-160	Stainless Steel	Low Profile	1600	860

L1970 and L1971 slider load ratings for U rails

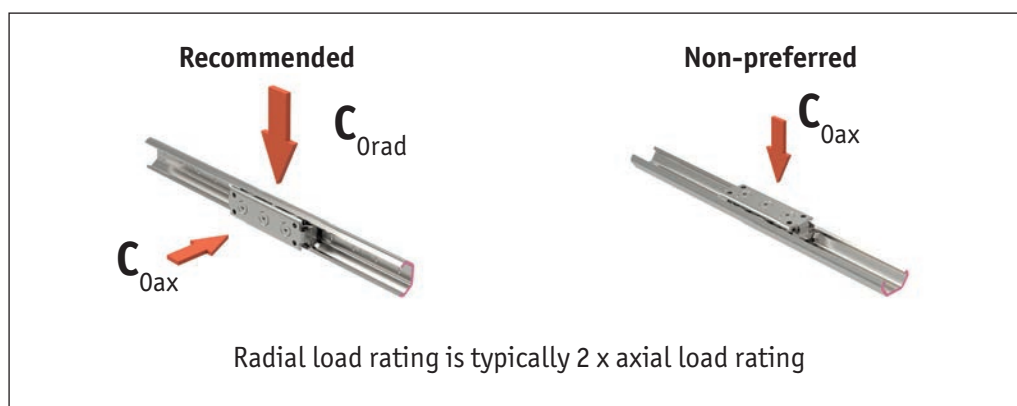


Part no.	Material	Body	C _{0rad} N	C _{0ax} N
L1970.20U-060	Steel	Solid	326	-
L1970.30U-080	Steel	Solid	870	-
L1970.45U-120	Steel	Solid	1740	-
L1971.20U-060	Stainless Steel	Solid	300	-
L1971.30U-080	Stainless Steel	Solid	800	-
L1971.45U-120	Stainless Steel	Solid	1600	-

Orientation of rails

The radial load that the sliders can take is significantly higher than the axial load, so where possible the rails should be set up with the sliders taking the loads in this plane.

U rail sliders cannot accept axial loads



Why should I consider using the X Rail system?

The X rail system is very cost-effective.

Using a master (T rail) and slave rail (U rail), the structure onto which the rail is installed does not have to be machined as accurately as when using other rail systems - this can result in major cost savings for many projects.

It is highly resistant to dirt. The L1971 stainless steel X rail is very corrosion resistant and can be used in wet environments (not submerged).

Are there any disadvantages?

The X rail system is made of a rolled formed section. It is not suited to high moment loads. If moment loads are present then typically more sliders and/or an extra rail is used to provide a system where less moment loads are applied to the sliders.

If you have applications with significant moment loads we would recommend the use of our Compact Rail System which is made from cold drawn steel section and has hardened raceways.

How do I change the smoothness of the running of the sliders in the rails?

Each slider is supplied with a small spanner. This can be used to push the eccentric roller towards the top of the rail (making it run more stiffly), or pulled away slightly to make the sliders run very smoothly. The eccentric rollers are clearly marked and the slider should be installed the correct way up in the rail. Generally this is with the fixed rollers towards the bottom of the rail (providing the loading points). The simple instructions are shown in the catalogue.

I want to use the rail outside or in a slightly wet environment?

The stainless steel version (L1971) is made of highly corrosion resistant 316L stainless steel. The rollers are also stainless steel but harder (440C stainless) and are fitted with 2RS rubber seals (splash proof). They can be used outside and in marine applications (e.g. sliding doors and hatches).

Do you hold these parts in stock?

Yes.

Can I get CAD files of these parts?

Most of the 3D models (in many formats) are available for download directly from our website www.automotioncomponents.co.uk

CAD - Download in 3 easy steps

Most of our products are available to download directly from our website. Get the CAD you need for your application in minutes, no registration required.

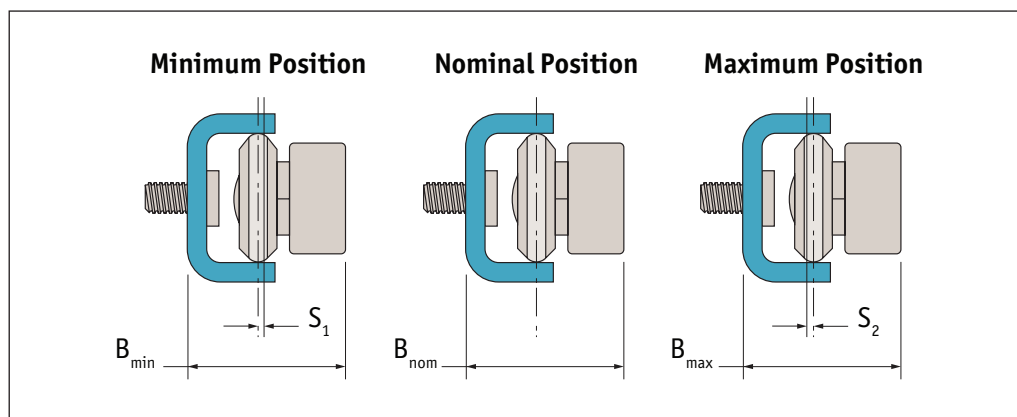
Step 1: Find the part you need Find the part or enter the Automotion part number into the search bar.																			
Step 2: Choose the CAD option Click on the CAD button below the product window to the right of the drawing.																			
Step 3: Download your format Choose the the format you require, and download it to your computer.	<table border="1"> <tr> <td>L1016.CL ACIS</td> <td>865.93 KB</td> <td></td> </tr> <tr> <td>L1016.CL IGES</td> <td>1.19 MB</td> <td></td> </tr> <tr> <td>L1016.CL Parasolid</td> <td>352.62 KB</td> <td></td> </tr> <tr> <td>L1016.CL ProE</td> <td>2.89 MB</td> <td></td> </tr> <tr> <td>L1016.CL SolidWorks</td> <td>1.66 MB</td> <td></td> </tr> <tr> <td>L1016.CL Step</td> <td>718.85 KB</td> <td></td> </tr> </table>	L1016.CL ACIS	865.93 KB		L1016.CL IGES	1.19 MB		L1016.CL Parasolid	352.62 KB		L1016.CL ProE	2.89 MB		L1016.CL SolidWorks	1.66 MB		L1016.CL Step	718.85 KB	
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Slave rail compensation

In a T+U-System, the slider in the T rail carries axial and radial loads and guides the movement of the slider in the U rail. U rails have flat parallel raceways that allow free lateral movement for the sliders. The maximum freedom a slider in the U rail can offer can be calculated using the values S_1 and S_2 . With nominal value B_{nom} as the starting point, S_1 indicates the maximum allowed movement into the rail, while S_2 represents the maximum offset towards the outside of the rail.

If the length of the rail is known, the maximum allowable angle of deviation of the mounting surface is shown below. In this case the slide in the U rail has the freedom to travel from the innermost position S_1 to the outermost position S_2 .

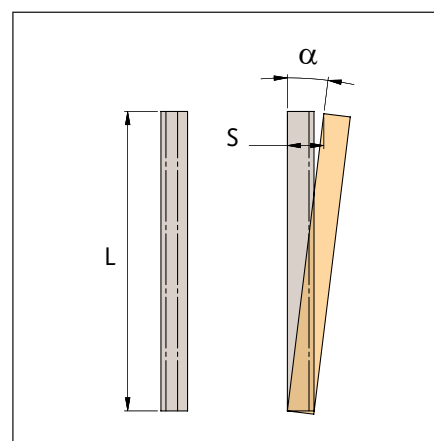


U rail size	S_1	S_2	B_{min}	B_{nom}	B_{max}
20	0,60	0,60	17,65	18,25	18,85
30	1,00	1,00	26,95	27,95	28,95
45	1,75	1,75	35,50	37,25	39,00

Guideline for maximum angle deviation α , achievable with the longest guide rail

$$\alpha = \arctan \frac{S^*}{L}$$

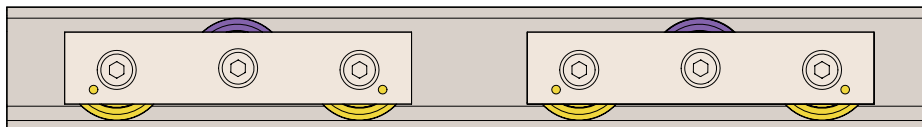
S^* = sum of S_1 and S_2
 L = length of the rail



Size	Rail length	Offset S^*	Angle α °
20	3120	1,2	0,022
30	3120	2,0	0,037
45	3120	3,5	0,064

The standard arrangement of the sliders (when used in a horizontal application) is as follows:

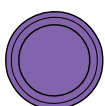
Arrangement 1



Note orientation of fixed rollers



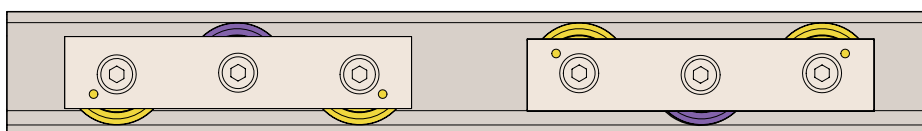
Fixed Roller



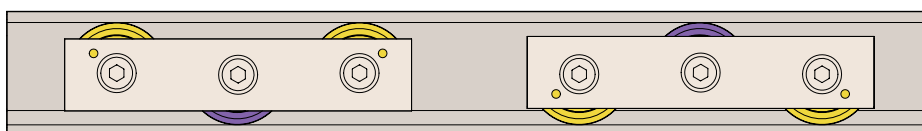
Eccentric Roller

For other applications (e.g. horizontal or vertical) the alternative arrangements are as follows:

Arrangement 2



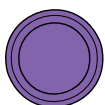
Arrangement 3



Note orientation of fixed rollers



Fixed Roller



Eccentric Roller

X Rail from Automation Components

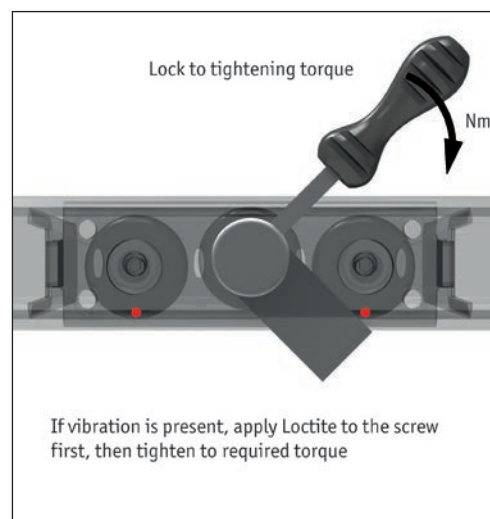
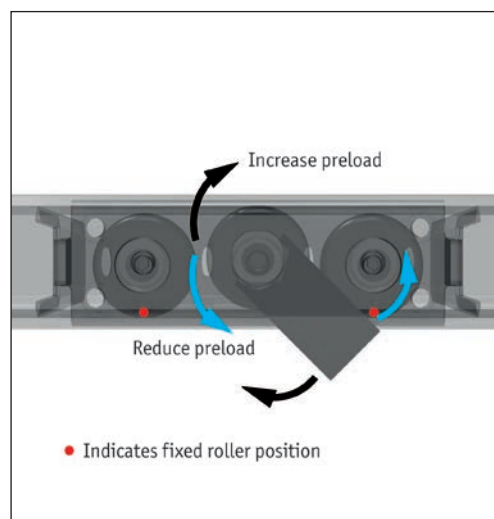
LONG LINEAR RAILS



Adjusting the sliders

If delivered separately, or if the sliders need to be installed in another rail, the sliders must be re-adjusted. In this case, follow the instructions below.

The “•” or “V” marked on the slider indicates the direction of the fixed rollers.



The sliders have three large rollers. The two at either end are fixed and the direction of these fixed positions is marked on the sliders with a dot or an arrow.

Insert the sliders into the rails with the fixed rollers set to take the load in the best direction.

The middle roller is on an eccentric pivot that is easily adjusted (using the thin spanner that is supplied with them and a hexagon key). This allows the preload of the system to be set as required – stiff or free running.

Generally the sliders will not be inserted into the rails when leaving the factory. To set the sliders to the required preload is a simple procedure:

- Ensure raceways are clean.
- Remove the small plastic wipers (from the low profile sliders) and insert the slider into the rail.
- Slightly loosen the centre roller (using the spanner and a hexagon key).
- For U rails a packer should be used to set the slider in its middle lateral position.
- Use the flat spanner provided to move the middle roller on its eccentric to adjust the stiffness of its running. Not too loose so that there is excess play and not too tight that a lot of friction is generated.
- Lock the roller in the desired position with the spanner and a hexagon key.
- Move the slider the length of the rail to check required running – it should move easily with no play at any point on the rail.
- Tighten the fixing screw to the correct torque – whilst holding the spanner in place to ensure no further movement (see correct torque values in table below).
- Finally (if using a slider with a wiper), re-install the wipers if required.

Size	Tightening torque Nm
20	3
30	7
45	12