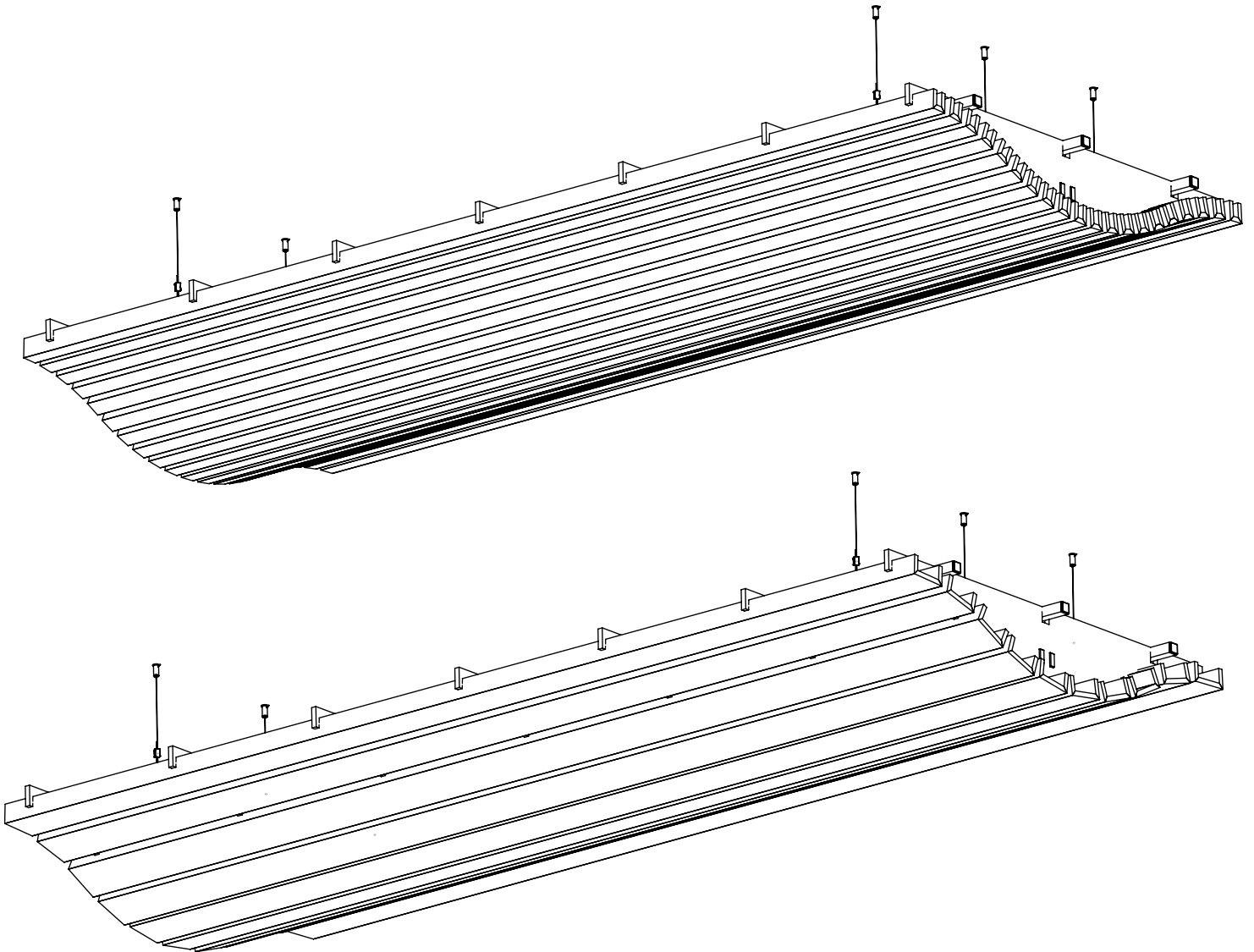


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ZINTRA STICKS

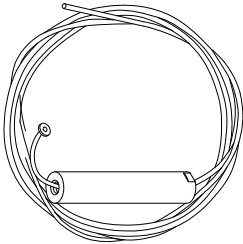
CURVED - NARROW & WIDE
SUSPENSION KIT



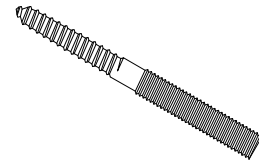
PARTS AND HARDWARE

FOR A TYPICAL ASSEMBLY

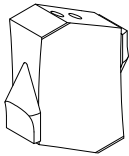
CABLE WITH SWAGE END AND BARREL - (6)



HANGER BOLT - (6)



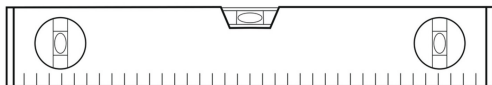
ADJUSTABLE FASTENER - (6)



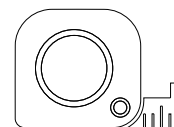
YOU WILL NEED

FOR A TYPICAL ASSEMBLY

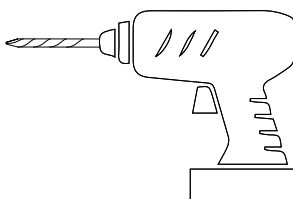
SPIRIT LEVEL



TYPE MEASURE



DRILL

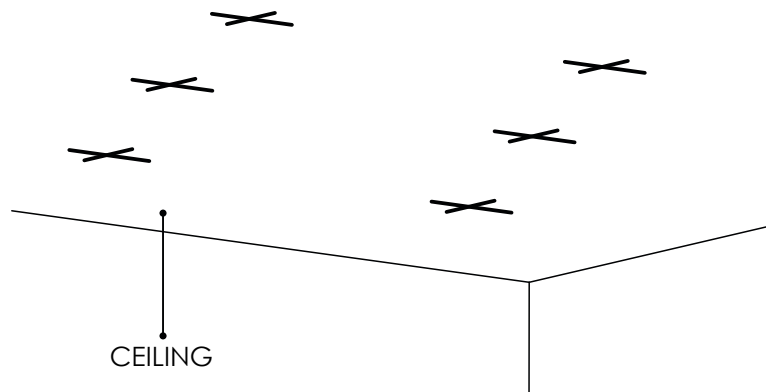


SUSPENSION METHOD

STEP 1

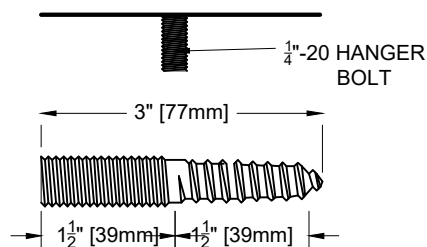
1.1 DETERMINE THE SUSPENSION POINTS FOR THE ZINTRA STICKS CURVED SYSTEM THAT BEST SUIT THE SITE SPECIFIC INSTALATION. IT IS RECOMENDED TO HAVE TWO POINTS FOR EACH CROSSRUNNER.

1.2 ONCE THE SUSPENSION POINTS ON THE ZINTRA STICKS CURVED HAVE BEEN SELECTED, IDENTIFY THE CORRESPONDING POINTS ON THE CEILING SUBSTRATE.

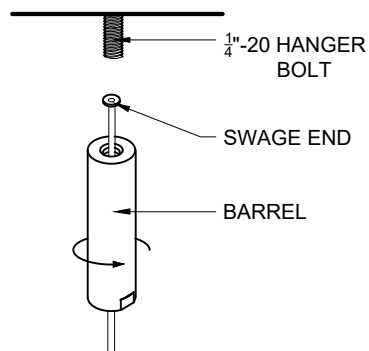


STEP 2

2.1 INSTALL THE 1/4"-20 HANGER BOLTS TO THE SUBSTRATE. THE SUPPLIED HANGER BOLTS ARE INTENDED FOR USE IN WOOD ONLY. FOR OTHER SUBSTRATES THE INSTALLER WILL NEED TO SOURCE THE APPROPRIATE HARDWARE.



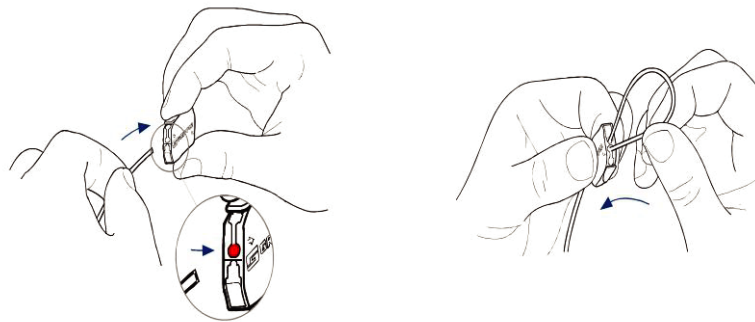
2.2 IDENTIFY THE THREADED END OF THE BARREL AND THE SWAGE END OF THE CABLE. INSERT THE PLAIN WND OF THE SUPPLIED WIRETHROUGH THE LARGE THREADED END OF THE BARREL UNTIL IT IS FULLY SEATED IN THE BARREL. ATTACH THE THREADED END OF THE BAREL TO THE 1/4"-20 HANGER BOLT.



SUSPENSION METHOD

STEP 3

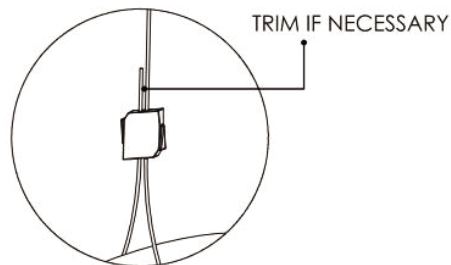
3.1 INSERT THE PLAIN END OF THE CABLE THROUGH ONE SIDE OF THE ADJUSTABLE FASTENER. LOOP THE WIRE AROUND THE CROSSRUNNER AT THE PREDETERMINED LOCATIONS. RE-INSERT THE PLAIN END OF THE CABLE THROUGH THE REMAINING SIDE OF THE ADJUSTABLE FASTENER.



STEP 4

4.1 ONCE THE ZINTRA STICKS CURVED SYSTEM IS PROPERLY SUSPENDED, TRIM THE EXCESS CABLE. THE CABLE IS ADJUSTABLE BY DEPRESSING TAB ON APPROPRIATE SIDE.

NOTE: WIRE IS INFINITELY ADJUSTABLE BY DEPRESSING TAB ON APPROPRIATE SIDE.



STEP 5

FINISHING INSTALL

A. CAP THE END OF THE CROSSRUNNER BY PRESSING THE SUPPLIED PVC CAPS UNTIL SECURE.

B. TO CONNECT MULTIPLE ZINTRA STICKS CURVED SYSTEMS TOGETHER USE THE SUPPLIED ZINTRA CONNECTORS. INSERT ONE OF THEM HALF WAY IN THE CROSSRUNNER, AND THE OTHER HALF INTO THE ADJACENT CROSSRUNNER. ADJUST AS NEEDED FOR ALIGNMENT.

