The 851A International Track Curbing is manufactured from 6063 structural aluminum extruded and hardened to a T6 condition. The curb is custom rolled to match the curve of your track and sits at a height of 2" (5 cm). Joint sleeves are riveted into one end of each curb section. The corresponding ends are milled for a drop in place fit. Curbing is shipped with the support clips installed. Four inch anchor pins are available where required to help anchor curb to the track. These are easily installed in the field where needed. All we require is the track "Measure Line" radius. When curbing is to be used, the inside lane line is 11 13/16" (30 cm) inside the measure line. Measurements in brackets are in centimeters.
1. Ascertain at which joints anchor pins are required.

2. Drill 3/8" hole in bottom of curb as shown below and install pin with 3/8" jam nuts provided.
PIN SLEEVES
1. Completely lay out and assemble curbing per instructions and install pins where required.
2. Mark the points on the track where pins will rest.
3. At each of these marks, drill a vertical hole to fit the sleeves completely through the track surface. The holes must be at least 4 3/8" deep.
4. Grout a sleeve in each hole flush with the track surface.
5. The bottom of the sleeve must remain open to the track aggregate base for drainage.
1. Track curbing plans must be made up to match your track dimensions. Standard straight sections of curb are 20 ft. long ("A" sections) and curved sections are 19 ft. long ("C" sections).

2. To lay out the straights, start at the beginning of each straight and lay out "A" sections end to end until you reach the beginning of the next curve. Be sure to leave a 1/16" gap between each section to allow for heat expansion of the curb, 1/8" on cold days. With the straight laid out, cut the last section, "B", at the beginning of the curve.

3. To lay out the curves on simple tracks that do not require removable sections for javelin runways, etc., the procedure is the same as that for the straights except full length curved "C" sections are used. Again the last curved section, "D", is cut at the beginning of the next straight. Refer to the curve on the left side of the diagram.

4. To lay out the curves on tracks where sections must be removed, start at both ends of the curve and lay out "C" sections up to or past the point at which you wish to break the curb. Refer to the curve on the right side of the diagram. Measure and cut one or more "C" sections to fit the area you wish to remove and set this section, marked "F", in place. Trim the last sections, marked "E", coming from each end where they meet the removable section "F". Again, leave the appropriate gaps between sections to allow for expansion of the curb. To conserve curbing, if the "E" sections work out to be less than half a full length, use one length for both sections.
1. Cut 1" hole in synthetic surface then bore 7/8" hole thru to sub surface with 4 1/2" minimum depth. Holes must drain.

2. Cement sleeve in place flush with track surface or trim after installation.

3. Caulk gap between track surface and sleeve to seal out water.

**SE851 CURB INSTALLATION**

**TWO INCH WHITE LANE STRIPE**

- Cut 1" hole in synthetic surface then bore 7/8" hole thru to sub surface with 4 1/2" minimum depth. Holes must drain.
- Cement sleeve in place flush with track surface or trim after installation.
- Caulk gap between track surface and sleeve to seal out water.

**JOINT LINE WITH REMOVABLE SECTION OR STRAIGHT MEETS CURVE**

**ALUMINUM CURB SUPPORT CLIP PLACEMENT**

- Support clips, 5 per full length section.

**MILLED END**

- JOINT SLEEVE

**MILLED END**

- JOINT END WITH PIN

**ALUMINUM CURB JOINT PIN INSTALLATION**

- Joint end with pin

**Part #: SE851**

**DWG #: SE851a.inst-2**

**SE851 CURB INSTALLATION**

**SportsEdge**

600-334-6057

Scale: None

SportsEdge

Date: 04/04/06