### Parts Check

1) Make sure the correct device is being used and is the correct handing. (See page 12 for reversing instructions).
2) Make sure all needed parts are on hand.

**Note:** List does not reflect all possible applications

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>(F) XX-C Device</td>
</tr>
<tr>
<td>2.</td>
<td>Strikes 4188 Top Strike</td>
</tr>
<tr>
<td>3.</td>
<td>Top Latches Fire Panic</td>
</tr>
<tr>
<td>4.</td>
<td>Centerslide</td>
</tr>
<tr>
<td>5.</td>
<td>Vertical Rods 37-1/4&quot; for 7'-0&quot; door</td>
</tr>
<tr>
<td>6.</td>
<td>Crossbar</td>
</tr>
<tr>
<td>7.</td>
<td>Screw Pack Dogging Key (1 qty) Panic only</td>
</tr>
</tbody>
</table>

### Reversing Instructions

To reverse the handing of a (F)XX-C-LBR device:

1. Remove chassis cover and four screws (not shown) from both active and inactive heads.
2. Slide chassis covers back and remove axle from cross bar arm.
3. Remove chassis covers from heads.
4. Switch arms from active to inactive heads.
5. Re-install axle thru heads and cross bar arms.
6. Check for proper function.
7. For panic devices, switch location of mounting bracket on top latch to opposite side.
8. Proceed with device installation.

**Note:** Device is field reversible.

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**For Panic Top Latches Only**

- Panic LHR Mounting Bracket Location
- Panic RHR Mounting Bracket Location

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**For Panic LHR Mounting Bracket Location**

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**For Panic RHR Mounting Bracket Location**

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2 DOOR LAYOUT

NOTE: FOR FACTORY PREPARED DOORS, VERIFY LAYOUT.

1) DOOR MUST BE FITTED AND HUNG PROPERLY BEFORE PROCEEDING.
2) MARK VERTICAL C, DEVICE REF. C, AND HORIZONTAL C ON DOOR AND FRAME.
   (SEE FIGURES AND CHART BELOW)

A. VERTICAL C

VERTICAL C

"B"

B. DEVICE REF. C AND HORIZONTAL C

LHR SHOWN

PANIC TOP LATCH SHOWN

DEVICE BACKSET "B" CHART

<table>
<thead>
<tr>
<th>STILE</th>
<th>BACKSET</th>
</tr>
</thead>
<tbody>
<tr>
<td>3&quot; Min to 4-1/2&quot;</td>
<td>Half of Stile</td>
</tr>
<tr>
<td>4-1/2&quot; to Flush</td>
<td>2-3/4&quot;</td>
</tr>
</tbody>
</table>

NOTE: Fire application requires a 2-3/4" backset

3) MARK LOCATION OF RELEASE BRACKET ACCESS HOLE ON VERTICAL C AT TOP OF DOOR AS SHOWN BELOW.

PAGE 2

7 ADJUSTMENT

1) WITH THE LATCH BOLT PROJECTED, SLOWLY DEPRESS CROSS BAR. TOP LATCH BOLT SHOULD REMAIN IN RETRACTED POSITION. IF NOT, TURN TOP ADJUSTMENT PIN COUNTER CLOCKWISE BY 1/2 TURN AND SLOWLY PUSH CROSS BAR, TOP LATCH BOLT SHOULD REMAIN IN RETRACTED POSITION. IF NOT, REPEAT THIS PROCESS UNTIL TOP LATCH BOLT REMAINS RETRACTED.

2) RELEASE TOP LATCH BOLT USING TOOL. OPERATE DEVICE SEVERAL TIMES TO CHECK ADJUSTMENT BY SLOWLY PUSHING ON CROSS BAR, CHECKING TOP LATCH BOLT RETRACTION, AND THEN releASING THE TOP LATCH BOLT EACH TIME.

3) CHECK DOGGING OPERATION (PANIC APPLICATION ONLY).
   A) PUSH CROSS BAR, THEN INSERT AND TURN DOGGING KEY CLOCKWISE. IF YOU CANNOT TURN DOGGING KEY WHILE PUSHING CROSS BAR, REDUCE THE TOP LATCH BOLT PROJECTION BY USING THE ADJUSTMENT PINS IN THE CENTERSLIDE (REFER TO STEP 1 ABOVE AND PAGE 7, STEP 2B). REPEAT UNTIL CROSS BAR IS DOGGED AND LATCH IS HELD RETRACTED.
   B) AFTER REMOVING THE DOGGING KEY, THE CROSS BAR SHOULD REMAIN RETRACTED.
   C) RE-INSERT THE DOGGING KEY AND TURN IN OPPOSITE DIRECTION. CROSS BAR WILL "POP OUT".
   D) FOR CYLINDER DOGGING, REFER TO INSTRUCTION D-4085.

4) INSTALL RELEASE BRACKET, REFER TO DEVICE DRILLING TEMPLATE DT-1030. ALLOW DOOR TO CLOSE TO SEE IF THE PLUNGER WILL RELEASE THE TOP LATCH BOLT. IF THE PLUNGER STOPS THE DOOR FROM SWINGING TO THE DOOR STOP, ADJUST THE PLUNGER IN USING AN ALLEN WRENCH; IF THE TOP LATCH BOLT DOES NOT RELEASE, ADJUST THE PLUNGER OUT.

5) CHECK DEVICE FOR SMOOTH OPERATION AND LATCH BOLT ENGAGEMENT.

6) RE-INSTALL CHASSIS COVER.
   A) REMOVE AXLES FROM BOTH ACTIVE AND INACTIVE CHASSIS.
   B) REMOVE CROSSBAR AND CROSSBAR ARMS FROM BOTH CHASSIS.
   C) SLIDE CROSSBAR ARMS INTO RECTANGULAR CUT-OUT IN TOP OF CHASSIS COVER.
   D) INSERT CROSSBAR ARMS INTO CHASSIS AND INSERT AXLES.
   E) SLIDE CHASSIS COVER OVER CHASSIS AND ATTACH WITH 4 (PER HEAD) #8-32x1/4" UPFHM.

7) FOR F-XX-C-LBR DEVICES ONLY, INSTALL SPRING BOLT PLUNGER, REFER TO INSTRUCTION D-5494.

RHR SHOWN
3 DOOR & HARDWARE PREPARATION

1) REMOVE DOOR FROM OPENING AND LAY FLAT.
2) TAPE DEVICE DRILLING TEMPLATE ALONG HORIZONTAL AND VERTICAL CENTERLINES.
3) PREPARE DOOR FOR TOP LATCH AS SHOWN ON DEVICE DRILLING TEMPLATE FROM THE CENTER OF THIS BOOK.
4) PREPARE FRAME FOR TOP STRIKE PER DEVICE DRILLING TEMPLATE FROM CENTER OF THIS BOOK.
5) DRILL 1/2" DIA. RELEASE BRACKET ACCESS HOLE AT LOCATION SPECIFIED ON PAGE 2, STEP 3.
6) IF USING OUTSIDE TRIM, PREPARE TRIM SIDE OF DOOR USING SEPARATE TRIM DIRECTION SHEET. FOR SEXBOLT INSTALLATIONS, PREPARE DOOR AS SHOWN BELOW.

7) DETERMINE CROSSBAR LENGTH.
   A. MEASURE DISTANCE BETWEEN VERTICAL C AND EDGE OF DOOR (DIMENSION "Y" BELOW).
   B. CALCULATE CROSSBAR LENGTH "X" USING FORMULA BELOW:

   \[
   X = Y - \text{BACKSET} - 1\frac{1}{2}
   \]

8) REPEAT STEPS 6 THRU 8 SEVERAL TIMES, CHECKING FOR BINDS OR ROUGH ACTION IN THE CENTERSLIDE AND TOP LATCH.
9) RE-HANG THE DOOR IN THE OPENING.

6 DEVICE, STRIKE AND TRIM INSTALLATION

1) IF USING OUTSIDE TRIM OR SEXBOLTS, MOUNT TRIM PER DIRECTIONS IN TRIM BOX, OR INSTALL OUTSIDE SEXBOLTS.

3) REMOVE CROSSBAR RETAINER SCREW AND ROUNDED WASHER FROM XX CROSSBAR ARMS. SLIDE THE CROSSBAR OVER BOTH THE ACTIVE AND INACTIVE ARMS AND ATTACH WITH CROSSBAR RETAINER SCREW AND ROUNDED WASHER.

4) LOCATE, MARK AND DRILL INACTIVE HEAD MOUNTING HOLES.
   A) LEVEL CROSSBAR ON DOOR AND MARK CENTER OF FOUR MOUNTING HOLES.
   B) PREPARE HOLES FOR MOUNTING SCREWS:
      FOR SHEET METAL SCREWS: DRILL 9/64" DIA. HOLES
      FOR MACHINE SCREWS: DRILL & TAP #10-24
      FOR MACHINE SCREWS WITH SEXBOLTS: DRILL 7/32" DIA. HOLE THRU DOOR AND DRILL 3/8" DIA. HOLE ON OPPOSITE SIDE OF DOOR USING 7/32" DIA. HOLE AS PILOT.

5) INSTALL TOP STRIKE USING TWO #10-24x3/4" FPHMS, REFER TO DRILLING TEMPLATE DT-1030.
8) IF CROSSBAR IS LONGER THAN "X", CUT THE DEVICE.
   A. MARK CROSSBAR TO LENGTH "X".
   B. CUT CROSSBAR TO MARKED DIMENSION AND REMOVE BURRS.
   C. DRILL A 5/16" DIA. HOLE 5/8" FROM THE JUST CUT END OF THE CROSSBAR.

NOTE: FACTORY RECOMMENDS SAWING RATHER THAN CUT GRIND TO SIZE. GRINDING CAN DAMAGE THE FINISH OF THE DEVICE AND SAWING RESULTS IN LESS DAMAGE TO THE DEVICE'S FINISH.

9) IF DOOR OPENING IS NOT 7'0", DETERMINE TOP ROD LENGTH BASED ON A 40-1/4" DEVICE REF. C FROM THE FINISHED FLOOR.
   A. FOR DOOR OPENINGS UNDER 7'0":
      1. SUBTRACT DOOR OPENING FROM 7'0".
      2. ADD ANSWER FROM PART 1 TO 37-1/4" TO DETERMINE TOP ROD LENGTH.
         (EXAMPLE: 6'8" OPENING: 7'0" - 6'8" = 4"; 37-1/4" + 4" = 41-1/4" TOP ROD)
   B. FOR DOOR OPENINGS OVER 7'0":
      1. SUBTRACT 7'0" FROM DOOR OPENING.
      2. SUBTRACT ANSWER FROM PART 1 TO DETERMINE TOP ROD LENGTH.
         (EXAMPLE: 8'10" OPENING: 8'10" - 7'0" = 22"; 37-1/4" - 22" = 15-3/4" TOP ROD)
1) THREAD BOTH THE TOP ROD AND BOTTOM ROD & BOLT ASSEMBLY ONTO THE CENTERSLIDE. INSERT COTTER KEY THRU ROD AND ROD CONNECTORS AND BEND, ASSEMBLING THE ROD AND TOP LATCH TOGETHER.

2) LAY TOP LATCH, RODS AND CENTERSLIDE ASSEMBLY ONTO SURFACE OF DOOR (AS SHOWN BELOW), ALIGN ASSEMBLY AS IF IT WAS INSTALLED INSIDE THE DOOR AND PERFORM ADJUSTMENT AS DETAILED BELOW.

3) PICK UP THE ENTIRE ASSEMBLY AND INSERT CENTERSLIDE INTO TOP LATCH CUT-OUT. SLIDE ASSEMBLY THRU DOOR UNTIL THE TOP LATCH SEATS INTO THE MATING PREPARATION. ATTACH CENTERSLIDE AND TOP LATCH TO DOOR USING SCREWS LISTED BELOW:
   - TOP LATCH: #10-24x3/4" FPHMS (4 FOR FIRE, 3 FOR PANIC)
   - CENTERSLIDE: #8-32x3/8" UFPHMS (2 QTY)

10) MODIFY TOP ROD TO REQUIRED LENGTH.
A. FOR TOP RODS THAT ARE TOO LONG, FOLLOW PROCEDURE BELOW TO CUT ROD TO SIZE.
   1. MARK ROD TO REQUIRED LENGTH.
   2. CUT ROD AT MARKED LOCATION.
   3. DRILL COTTER KEY CONNECTION HOLE. DRILL 1/8" DIA. HOLE THRU ON VERTICAL ROD 7/16" FROM END OF ROD JUST CUT.

   NOTE: ROD MUST BE MEASURED FROM THREADED PORTION OF ROD. DO NOT CUT ROD AT END WITH INTERNAL THREADS.

   CALCULATED ROD LENGTH MEASURED FROM THREADED END OF ROD

2. CUT ROD AT MARKED LOCATION.

3. DRILL COTTER KEY CONNECTION HOLE. DRILL 1/8" DIA. HOLE THRU ON VERTICAL ROD 7/16" FROM END OF ROD JUST CUT.

   1/8" DIA. HOLE THRU

   7/16"

B. FOR TOP RODS THAT ARE TOO SHORT, FOLLOW PROCEDURE BELOW:
   1. ATTACH EXTENSION RODS TO THREADED SECTION OF TOP ROD.
   2. CHECK TOP ROD AND EXTENSION ROD ASSEMBLY FOR STRAIGHTNESS.
   3. FOLLOW INSTRUCTIONS TO MARK, CUT AND DRILL TOP ROD (SEE ABOVE).
4 OPERATIONAL REVIEW

1) TOP LATCH FUNCTION.
   A. WITH THE LATCH BOLT RETRACTED, PULL ON THE ROD CONNECTOR. THE LATCH BOLT WILL
      REMAIN RETRACTED.

   LATCH BOLT
   LATCH RETAINER
   ROD CONNECTOR

   FIRE RATED TOP LATCH SHOWN

   B. PULL ON THE ROD CONNECTOR AND PUSH ON THE LATCH RETAINER. THE LATCH BOLT WILL
      EXTEND.

   FIRE RATED TOP LATCH SHOWN

   C. PUSH ON ROD CONNECTOR. THE LATCH BOLT WILL RETRACT AND REMAIN RETRACTED.

   FIRE RATED TOP LATCH SHOWN

2. CENTERSLIDE FUNCTION.
   A. PLACE THE CENTERSLIDE IN YOUR HAND. LIFT UP ON THE LIFT TAB TO CHECK IF THE
      CENTERSLIDE CAN MOVE FREELY (AS SHOWN BELOW). ALSO, NOTE THE LOCATIONS SHOWN FOR
      DEVICE LIFTING AND TRIM LIFTING.

   B. USING A SMALL FLAT-BLADE SCREW DRIVER, PUSH IN GENTLY ON THE TWO ADJUSTMENT
      PINS AND TURN. THE ROD CONNECTOR SCREW WILL ROTATE.
      (THIS IS THE VERTICAL ROD ADJUSTMENT FEATURE).

   TOP ROD ADJUSTMENT PINS
   (TURN COUNTER-CLOCKWISE TO
   INCREASE TOP LATCH BOLT
   PROJECTION)