8 REVERSING INSTRUCTIONS

TO REVERSE THE HANDING OF A (F)XX-C-WDC DEVICE

NOTE: TO REVERSE TRIM, REFER TO SEPARATE INSTALLATION SHEETS.

1. REMOVE FOUR SCREWS (NOT SHOWN) AND CHASSIS COVER 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. PROCEED WITH DEVICE INSTALLATION.

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

1. (F) XX-C-WDC DEVICE

2. STRIKES
   4188 TOP STRIKE
   2130 BOTTOM STRIKE

3. TOP LATCH

4. TOP LATCH REINFORCING PLATES & CENTERSLIDE MOUNTING PLATE

5. CENTERSLIDE

6. VERTICAL RODS
   TOP ROD (37-1/4" FOR 7’0" DOOR)
   BOTTOM ROD AND BOLT ASSY. (36-1/4" FOR 7’0" DOOR)

7. CROSSBAR

8. SCREW PACK
   DOGGING KEY (1 QTY) PANIC ONLY
   #10x1-1/4" FPHSMS (8 QTY)
   #10x1-1/4" FPHSMS (8 QTY)
   #10x1-1/4" FPHSMS (8 QTY)
   #8-32x3/8" UFPHMS (2 QTY)
   #10x1-1/4" FPHSMS (8 QTY)
   1/4"-20 THREAD
   #10-24x3/4" FPHSMS (4 QTY)
   #10x1-1/4" FPHSMS (8 QTY)
   SPECIAL SCREW (PN 4838 - 2 QTY)
   BOTTOM BOLT GUIDE (1 QTY)
   COTTER KEY (1 QTY)
   RELEASE BRACKET (1 QTY)

3) MAKE SURE OUTSIDE TRIM (IF BEING USED) HAS BEEN PROVIDED AND IS THE CORRECT HANDING.
NOTE: L-CONTROL OR SE-CONTROL TRIMS CANNOT BE REVERSED
### 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 Layout Diagram](image)

B. DEVICE REF. C AND HORIZONTAL C.

![Device and Horizontal Layout Diagram](image)

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

![Release Bracket Access Diagram](image)

### 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 LATCHES ARE 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) MARK, DRILL AND INSTALL BOTTOM STRIKE. REFER TO DRILLING TEMPLATE.

5) RELEASE TOP LATCH USING TOOL. CHECK ENGAGEMENT BETWEEN BOTTOM BOLT AND BOTTOM STRIKE. ADJUST BOTTOM BOLT PROJECTION IF REQUIRED (REFER TO PAGE 9, STEP 7 AND PAGE 7, STEP 2B).

6) INSTALL RELEASE BRACKET, REFER TO DRILLING TEMPLATE. 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.

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

8) 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.

**NOTE:** THE 1/2" DIA. HOLE IN THE CHASSIS COVER ON BOTH COVERS SHOULD FACE EACH OTHER.

D) INSERT CROSSBAR ARMS INTO CHASSIS AND INSERT AXLES.
E) SLIDE CHASSIS COVER OVER CHASSIS AND ATTACH WITH 4 (PER HEAD) #8-32x1/4" UFPHMS.

18) REPEAT STEPS 15 THRU 17 SEVERAL TIMES, CHECKING FOR BINDS OR ROUGH ACTION IN THE CENTERSLIDE AND TOP LATCH.

19) RE-HANG THE DOOR IN THE OPENING.

### 6 DEVICE AND STRIKE INSTALLATION

1) SURFACE MOUNT DEVICE USING FOUR #10x1-1/4" PPHSMS (OR MOUNT TO SEXBOLTS USING #10-24x3/4" PPHMS) NOTING THE ALIGNMENT BETWEEN THE LIFT FINGER ON THE DEVICE HEAD AND THE LIFT TAB ON THE CONCEALED CENTERSLIDE (SEE BELOW).

2) 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.

3) LOCATE, MARK AND DRILL INACTIVE HEAD MONTING 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 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.

4) INSTALL TOP STRIKE USING TWO #10-24x3/4" FPHMS, REFER TO DRILLING TEMPLATE.

### 3 DOOR & HARDWARE PREPARATION

1) REMOVE DOOR FROM OPENING AND LAY FLAT.

2) LAY OUT DRILLING TEMPLATES FROM INSIDE THE BOOK ALONG HORIZONTAL AND VERTICAL CENTERLINES.

3) PREPARE DOOR FOR TOP LATCH, TOP LATCH REINFORCING PLATES AND BOTTOM BOLT GUIDE AS SHOWN ON DRILLING TEMPLATES.

4) PREPARE FRAME FOR TOP STRIKE PER DRILLING TEMPLATES.

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 "Y" AND EDGE OF DOOR (DIMENSION "Y" BELOW).
   B) CALCULATE CROSSBAR LENGTH "X" USING FORMULA BELOW:

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

   LHR SHOWN

   "X" = "Y" - BACKSET - 1-1/2"
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.

   **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.

   C. DRILL A 5/16" DIA. HOLE 5/8" FROM THE JUST CUT END OF THE CROSSBAR.

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. SUBTRACT ANSWER FROM PREVIOUS STEP FROM 37-1/4" TO DETERMINE TOP ROD LENGTH.  
         (EXAMPLE: 6'8" OPENING: 7'0" - 6'8" = 4'; 37-1/4" - 4" = 33-1/4" TOP ROD)
   B. FOR DOOR OPENINGS OVER 7'0':
      1. SUBTRACT 7'0" FROM DOOR OPENING.
      2. ADD ANSWER FROM PREVIOUS STEP TO 37-1/4" TO DETERMINE TOP ROD LENGTH.  
         (EXAMPLE: 8'10" OPENING: 8'10" - 7'0" = 22'; 37-1/4" + 22" = 59-1/4" TOP ROD)


14) TURN THE TOP ADJUSTMENT PIN COUNTER-CLOCKWISE UNTIL THE LIFT TAB MOVES TOWARDS THE BOTTOM OF THE DOOR AND CLOSES THE \"GAP\".


1) INSTALL TOP LATCH REINFORCING PLATES WITH 1/4"-20x3/4" FPHMS, 1/4" FINISH WASHER AND SEX BOLTS. BE SURE THAT THE TOP LATCH REINFORCING PLATE WITH THE OVAL CUT-OUT, AS WELL AS THE FINISH WASHERS, ARE ON THE INTERIOR SIDE OF THE DOOR.

2) LAY CENTERSLIDE ASSEMBLY INTO CENTERSLIDE PREP AREA OF DOOR. SHIFT UNIT UP (INSIDE OF DOOR) UNTIL IT WILL NOT GO ANY FURTHER.

3) SLIDE IN BOTTOM ROD AND BOLT ASSEMBLY FROM BOTTOM OF DOOR UNTIL IT CONTACTS CENTERSLIDE SCREW.

4) CHECK ALIGNMENT OF BOTTOM ROD AND BOLT ASSEMBLY TO CENTERSLIDE CONNECTOR SCREW. ALIGN, TURN ADJUSTMENT SCREW FOR BOTTOM ROD ADJUSTMENT CLOCKWISE, WHICH WILL THREAD THE BOTTOM ROD AND BOLT ASSEMBLY ONTO THE CENTERSLIDE SCREW. TURN THE ADJUSTMENT SCREW ABOUT 10 TURNS.

5) SHIFT CENTERSLIDE & BOTTOM ROD AND BOLT ASSEMBLY TO THE BOTTOM OF THE CENTERSLIDE PREP UNTIL IT WILL NOT GO ANY FURTHER.

6) CONNECT TOP LATCH TO TOP ROD USING COTTER KEY. SECURE ASSEMBLY BY BENDING COTTER KEY.

7) SLIDE IN TOP LATCH & TOP ROD ASSEMBLY FROM TOP OF DOOR UNTIL IT CONTACTS CENTERSLIDE SCREW.

8) CHECK ALIGNMENT OF TOP LATCH & TOP ROD ASSEMBLY TO CENTERSLIDE CONNECTOR SCREW. WHEN PROPERLY ALIGNED, TURN ADJUSTMENT SCREW FOR TOP ROD ADJUSTMENT CLOCKWISE, WHICH WILL THREAD THE TOP LATCH & TOP ROD ASSEMBLY ONTO THE CENTERSLIDE SCREW. TURN THE ADJUSTMENT SCREW ABOUT 10 TURNS.

9) INSTALL CENTERSLIDE TO CENTERSLIDE MOUNTING PLATE WITH #8-32x3/8" UFPHMS. INSTALL CENTERSLIDE MOUNTING PLATE TO TRIM OR SEXBOLTS USING SPECIAL SCREW (P/N 4836).

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.

NOTE: ROD MUST BE MEASURED FROM THREADED PORTION OF ROD.

DO NOT CUT ROD AT END WITH INTERNAL THREADS.

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.

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).
1) TOP LATCH FUNCTION.

A. WITH THE LATCH BOLT RETRACTED, PULL DOWN ON THE ROD CONNECTOR. THE LATCH BOLT WILL REMAIN RETRACTED.

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

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

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).