

**INSTALLATION INSTRUCTIONS**

1. PREPARE INSIDE FACE OF DOOR FOR DEVICE.
    - A. SEE DEVICE DIRECTIONS FOR LOCATIONS OF VERT. AND DEVICE REF. CENTERLINES.
  2. PREPARE OUTSIDE FACE OF DOOR FOR TRIM.
    - A. TRANSFER VERT. AND DEVICE REF. CENTERLINES FROM INSIDE FACE TO OUTSIDE FACE OF DOOR. BE SURE VERT. CENTERLINE IS PARALLEL TO EDGE OF DOOR.
    - B. LOCATE AND PREPARE ALL HOLES AS INDICATED.
  3. INSTALL CYLINDER (IF REQUIRED) SEE OTHER SIDE OF SHEET
  4. CHECK THE ROTATION OF THE ACTUATOR SHAFT (AS NOTED ON OTHER SIDE OF SHEET) FOR DEVICE TYPE AND HAND OF DOOR. CHANGE IF NEEDED, PER INSTRUCTION.
  5. APPLY TRIM ON DOOR.
    - BOTTOM PULL MOUNTING (T-CONTROL ONLY):  
1/4"-20x2-1/4" FPHMS FINISH WASHER
    - TOP TWO MOUNTING STUDS: ARE THRU-BOLTED TO DEVICE WHEN DEVICE IS INSTALLED.
- NOTE: ACTUATOR SHAFT SHOULD PROJECT 1/8" TO 3/16" FROM THE SKIN OF DOOR.
6. INSTALL DEVICE ON DOOR PER DEVICE INSTRUCTIONS.

Trim	Dimension "A"
K & TP	5/8"
L & SE	7/8"

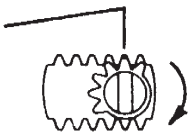
<b>LSDA</b>	TITLE: <b>"K", "L", "TP" &amp; "SE" CONTROL TRIM FOR (F-)911 SERIES DEVICES</b>
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## ACTUATOR SHAFT REVERSING INSTRUCTIONS

L-CONTROL & SE-CONTROL TRIMS	K-CONTROL TRIM	TP-CONTROL TRIM
<p><b>NOTE: L-CONTROL &amp; SE-CONTROL TRIMS CANNOT BE REHANDLED</b></p> <ol style="list-style-type: none"> <li>1. REMOVE HEX NUT, WASHERS, LEVER RETURN SPRING, AND SPRING STOP PLATE.</li> <li>2. REMOVE TOP &amp; BOTTOM HEX STUDS.</li> <li>3. REMOVE BACKPLATE ASSEMBLY (NOTE: BE CAREFUL NOT TO DISTURB INTERNAL COMPONENTS).</li> <li>4. REMOVE ACTUATOR SHAFT &amp; REASSEMBLE WITH GEAR IN THE CORRECT POSITION FOR HANDING REQUIRED (SEE BELOW).</li> <li>5. REASSEMBLE BACK PLATE ASSEMBLY.</li> <li>6. REASSEMBLE TOP &amp; BOTTOM HEX STUDS (LEAVE LOOSE).</li> <li>7. REASSEMBLE SPRING STOP PLATE, LEVER RETURN SPRING, WASHERS AND HEX NUT. TIGHTEN HEX STUDS AND HEX NUT. TEST TO MAKE SURE ACTUATOR SHAFT ROTATION IS CORRECT &amp; TRIM FUNCTIONS SMOOTHLY. LOOSEN HEX NUT &amp; HEX STUDS TO ADJUST IF REQUIRED.</li> <li>8. PROCEED WITH TRIM/DEVICE INSTALLATION.</li> </ol>	<ol style="list-style-type: none"> <li>1. REMOVE HEX NUT.</li> <li>2. REMOVE TOP &amp; BOTTOM HEX STUDS.</li> <li>3. REMOVE BACKPLATE ASSEMBLY (NOTE: BE CAREFUL NOT TO DISTURB INTERNAL COMPONENTS).</li> <li>4. REMOVE ACTUATOR SHAFT &amp; REASSEMBLE WITH GEAR IN THE CORRECT POSITION FOR HANDING REQUIRED (SEE BELOW).</li> <li>5. REASSEMBLE BACK PLATE ASSEMBLY.</li> <li>6. REASSEMBLE TOP &amp; BOTTOM HEX STUDS (LEAVE LOOSE).</li> <li>7. REASSEMBLE HEX NUT. TIGHTEN HEX STUDS AND HEX NUT. TEST TO MAKE SURE ACTUATOR SHAFT ROTATION IS CORRECT &amp; TRIM FUNCTIONS SMOOTHLY. LOOSEN HEX NUT &amp; HEX STUDS TO ADJUST IF REQUIRED.</li> <li>8. PROCEED WITH TRIM/DEVICE INSTALLATION.</li> </ol>	<ol style="list-style-type: none"> <li>1. REMOVE TOP &amp; BOTTOM HEX STUDS.</li> <li>2. REMOVE BACKPLATE ASSEMBLY (NOTE: BE CAREFUL NOT TO DISTURB INTERNAL COMPONENTS).</li> <li>3. REMOVE ACTUATOR SHAFT &amp; REASSEMBLE WITH GEAR IN THE CORRECT POSITION FOR HANDING REQUIRED (SEE BELOW).</li> <li>4. REASSEMBLE BACK PLATE ASSEMBLY.</li> <li>5. REASSEMBLE TOP &amp; BOTTOM HEX STUDS). TEST TO MAKE SURE ACTUATOR SHAFT ROTATION IS CORRECT &amp; TRIM FUNCTIONS SMOOTHLY. LOOSEN HEX STUDS TO ADJUST IF REQUIRED.</li> <li>6. PROCEED WITH TRIM/DEVICE INSTALLATION.</li> </ol>

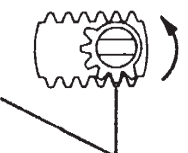
GEAR TEETH MESHED AS SHOWN WITH FLATS OF ACTUATOR SHAFT IN HORIZONTAL POSITION

FOR ALL 911-R & 911-V-LHR



CLOCKWISE ROTATION    COUNTER-CLOCKWISE ROTATION

FOR ALL 911-V-RHR



GEAR TEETH MESHED AS SHOWN WITH FLATS OF ACTUATOR SHAFT IN VERTICAL POSITION

### CYLINDER INSTALLATION

1. INSERT CYLINDER INTO CONTROL HOUSING WITH CAM IN POSITION SHOWN, WITH KEY REMOVED.
2. INSTALL CYLINDER NUT AND TIGHTEN SECURELY.

