

8300/F8300

Series Rim Exit Device

Installation instructions

95011759 (1135-30) I8300-15 - 06-2020

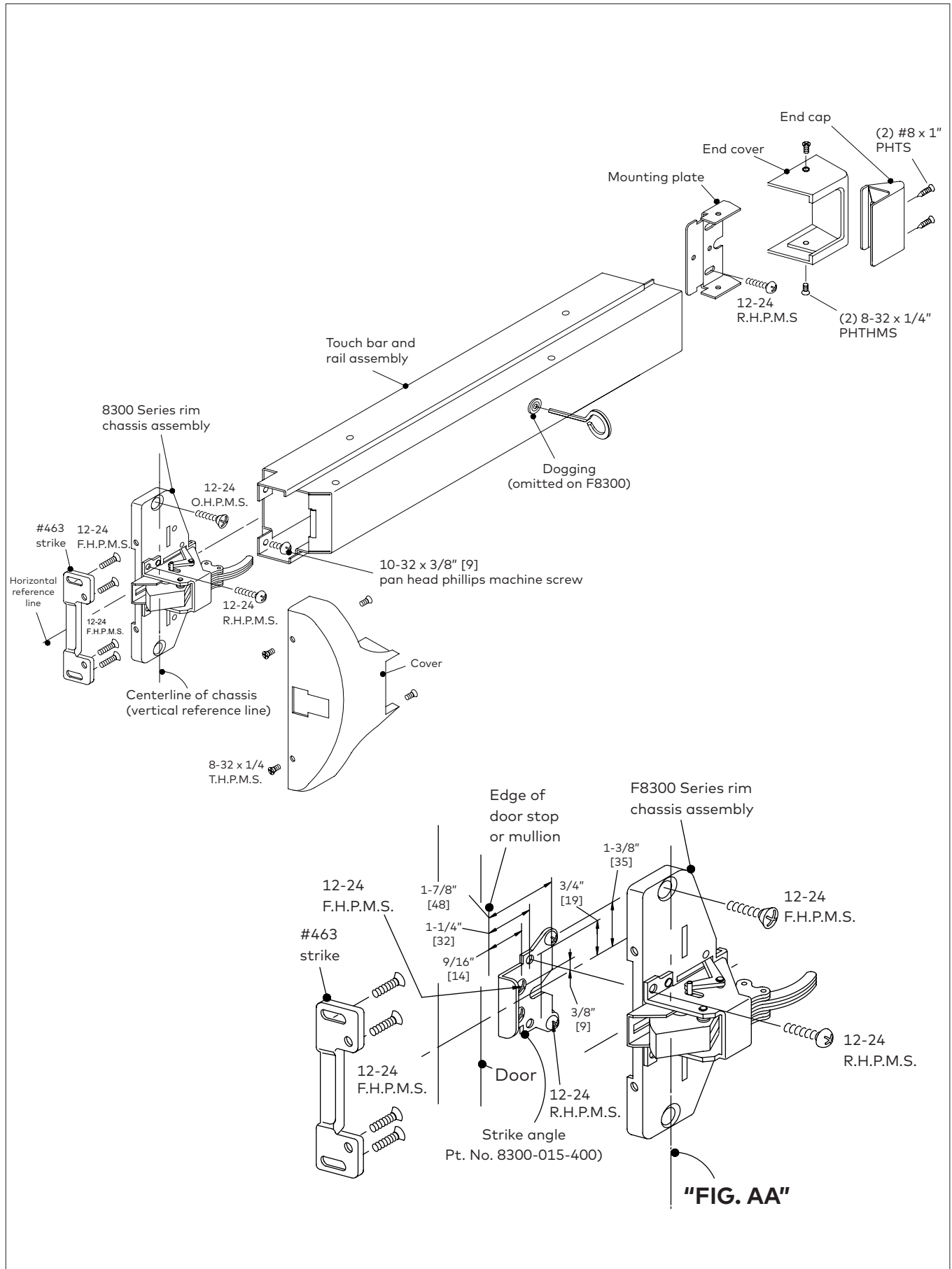
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1.1 Overall



1.2 Door preparation

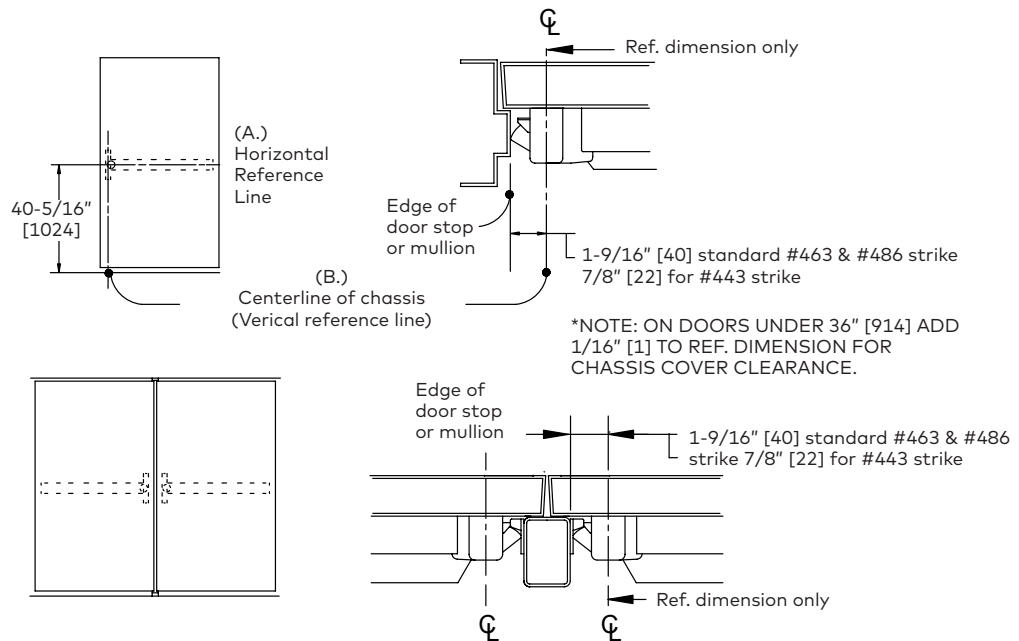
NOTE: SURFACE OF DOOR WHERE EXIT DEVICE IS TO BE INSTALLED MUST BE FLAT. PROPER REINFORCEMENT OF DOOR IS ALSO REQUIRED.

NOTE: BEFORE STARTING INSTALLATION:

- 1. DOOR SHOULD BE FITTED AND HUNG.**
- 2. MULLION INSTALLED IF USED.**
- 3. VERIFY DOOR WIDTH WITH BOX LABEL FOR CORRECT LENGTH.**

1.2.1 Measure and mark horizontal reference line on push side of door. (40-5/16" [1024] from finished floor, recommended.)

1.2.2 Measure and mark the vertical reference line (center line of chassis) on push side of door. (See dimension below.)



1.3 Prepare strike

For exit only device with no outside trim function

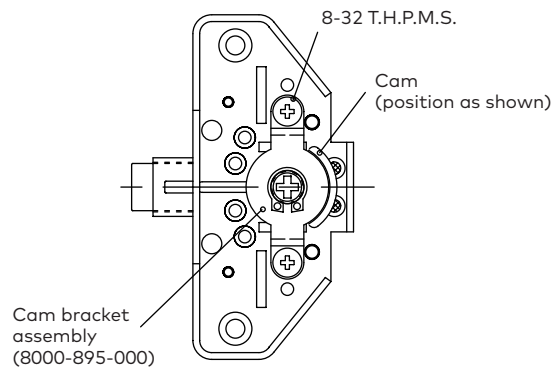
- 1.3.1 Remove (2) phillips head screws.
- 1.3.2 Then remove cam bracket assembly.
- 1.3.3 No additional prep required except for mounting holes. (See spotting template)
- 1.3.4 Proceed to step 1.4.

For device using outside trim with rim cylinder

- 1.3.1 Tailpiece must be trimmed 1/8" [3] to 3/16" [5] less than inside face of door.

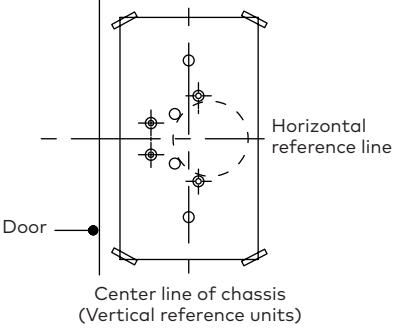
For device using outside lever trim

- 1.3.1 See additional instructions packaged in trim carton



1.4 Drill door for exit device

NOTE: Vertical reference line is not centerline of cylinder



1.4.1 Refer to carton label for model and trim numbers before drilling.

1.4.2 Prepare door by using the template enclosed (tape to door).

1.4.3 Horizontal center line and center line of chassis (vertical reference) on template **MUST** be on horizontal and vertical reference line on door.

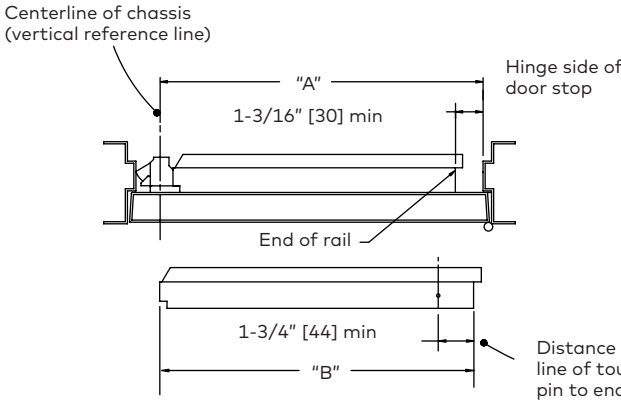
1.5 Verify door width

1.5.1 If no cutting is required; proceed to step 1.6.

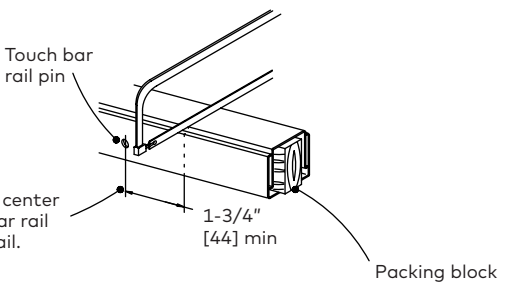
1.5.2 If cutting is required, determine length by:

- measuring "A" (hinge side door stop to center of chassis), subtract 2" [51] to determine "B" (length of touch bar and rail dim.).

1.5.3 Mark length on rail (cut with touch bar depressed, packing block rotated on edge), then remove packing block and any burrs.



* Depress touch bar to cut to length



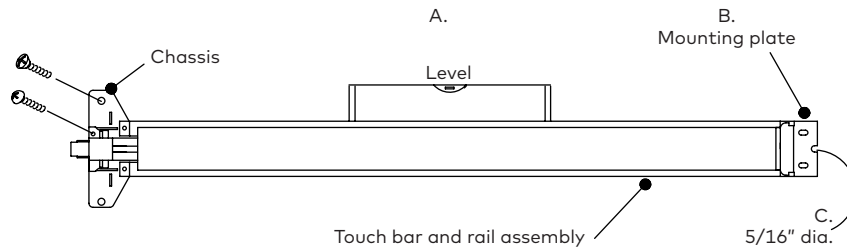
1.6 Install strike and chassis (fire door)

1.6.1 When installing F8300 series device on fire doors, install strike angle (Pt. NO. 8300-015-400) per "FIG. AA", using spotting template T8300.

1.6.2 Install strike angle using (2) 12-24 F.H.P.M.S. and (2) 12-24 R.H.P.M.S. to door per drawing.

1.6.3 Install chassis using (2) 12-24 R.H.P.M.S. and (2) 12-24 F.H.P.M.S. to door per drawing.

1.7 Install chassis, exit device and trim



Install chassis to touch bar; install exit device and any trim using screws as noted on the spotting template.

1.7.1 Level touch bar/chassis assembly on door, hold mounting plate against touch bar, mark (2) holes and drill.

- No. 25 drill 1" [25] deep for wood doors.
- No. 14 drill 12-24 tap for metal doors.
- 3/8" [10] diam. drill through door for sex bolts

1.7.2 Fasten mounting plate (against rail) to door with (2) round head phillips screws.

1.7.3 For electronic options; drill additional 5/16" [8] diam. hole per detail above.

1.8 Install covers, end cap, end cover

1.8.1 Install cover(s) using (4) 8-32 x 1/4" [6] T.H.P.M.S

1.8.2 Install end cap using (2) 8-32 x 1" [25] P.H.F.H.T.S.

1.8.3 Install end cover using (2) 8-32 x 1/4" [6] T.H.P.M.S.

1.9 Install strike

NOTE: BACKSET OF DEVICE SHOWN FOR 5/8" [16] HEIGHT STOP.

1.9.1 Install strike and adjust if necessary. Center line of strike must line up with horizontal reference line on door. Refer to carton label for strike number.

A. For strikes 486 & 443:

- Wood jamb: No. 31 drill 3/4" [19] deep
- Metal jamb: No. 21 drill-tap 10-32

B. For strikes 463, 319 or 320:

- Wood jamb: No. 25 drill 1" [25] deep
- Metal jamb: No. 14 drill-tap 12-24

1.10 OPTIONAL: Cylinder dogging

1.10.1 Thread mortise cylinder into touch bar assembly (see above)

1.10.2 Snug (1) #4-40 x 7/16" set screw with allen wrench (DO NOT OVER TIGHTEN)

1.10.3 Depress touch bar and turn key clockwise to dog and counter clockwise to release.

NOTE: CYLINDER MUST BE INSTALLED WITH TOP OF CYLINDER AWAY FROM CHASSIS (See above)

