INSTALLATION INSTRUCTIONS FOR R56/M56 ELECTRIC LATCH RETRACTION ACCESSORY KIT

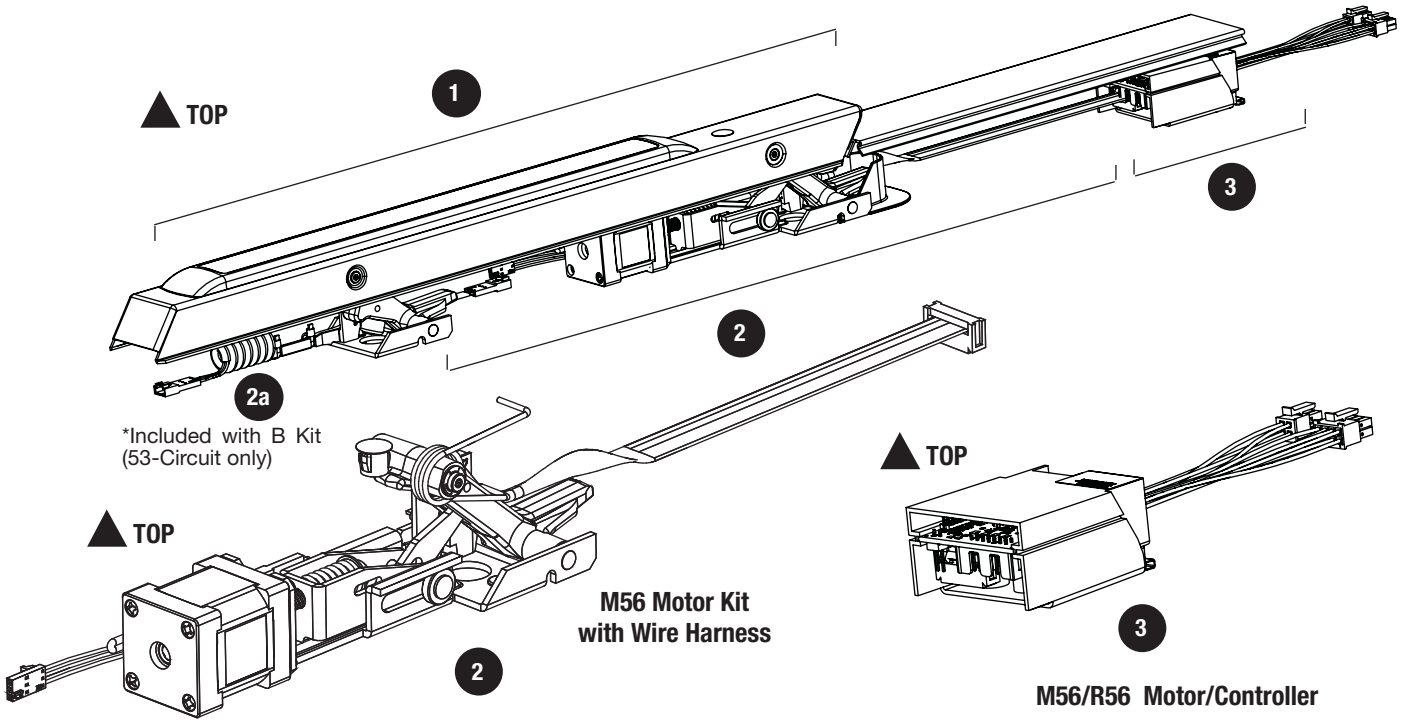
FOR USE ON 80 SERIES EXIT DEVICES

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For Installation assistance, please call SARGENT at 1-800-810-WIRE (9473) www.sargentlock.com

	KIT CONTENTS	PART NUMBER	R56	M56
1	Push Rail Assembly with Mounted Motor and Wire Harness	By Prefix	1	—
2	Motor and Bracket Assembly with Mounted Wire Harness	By Prefix	—	1
2a*				
3	Motor Controller Assembly	By Prefix	1	1
4	Mounting Machine Screws, #6-32 x 3/8" Phillips Flat Head	01-1236	4	4
5	Bushing (Nylon Nyliners)	01-0711	—	4
6	Retaining Rings	01-0098	—	2
7	Rail Mounting Bracket Wood Screws, #10 x 1/1/4" Round Head	01-2455	2	2
8	Rail Mounting Bracket Machine Screws, #10-24 x 3/4" Round Head	01-3622	2	2
9	Chassis Cover Machine Screws, #10-24 x 5/16" Phillips Oval Head	97-0052	6	—
10	Rail Machine Screws, #8-32 x 3/8" Phillips Truss Head	01-1141	2	—
11	Product Installation Instructions	A7925	1	1
12	Wire Nuts	01-0494	5	5
13	Retaining Ring Removal Tool	68-1605	—	1
14	Retaining Ring Installation Tool	68-1606	—	1
15	Wire Barrier	52-0935	1	1
16	Installation Instructions for R56/M56	A7926	1	1
Additional Tool Required: #2 Phillips Head Screwdriver (not included)				

Sargent Manufacturing Company (New Haven, CT). 2011. Electronic push retraction exit device. U. S. Patent 7,484,777, filed June 30, 2006, and issued Feb. 3, 2009.



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1. Kit Information

1. The M56 Motor Retrofit Kit can be added to 80 series and P series exit devices manufactured in 2007 or later.
2. The R56 Push Retrofit Kit can be added to 80 series exit devices manufactured after 1995, and all P series.
3. M56 kits contain 3 sets of replacement mounting screws. Use the correct finish for your application.
4. R56B and M56B kits, including 53- wire harnesses, are intended to be used with an existing 53- chassis; the kits do not include the 53- switch assembly.

   NOTE: Refer to product installation instructions (A7925) for adjustments and troubleshooting.

Important Notes

WARNING: Do not use hex key dogging (HK-) or cylinder dogging (16-) prefixes on fire rated openings.

Caution: Disconnect all input power before servicing.

Important Notes

Use this quick guide to determine the steps for each product.

	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
M56	x	x	x	53- only (all others skip to 5)	x	x
R56	x				x	x

Step #1 - Disassemble Existing Rail for R56 and M56

1. Remove existing rail from door utilizing the product installation instructions (A7925).
   a. Slide the insert out of mount.
   b. Place full rail assembly push side down and remove the (4) Phillips flat head screws from the mount and discard screws.

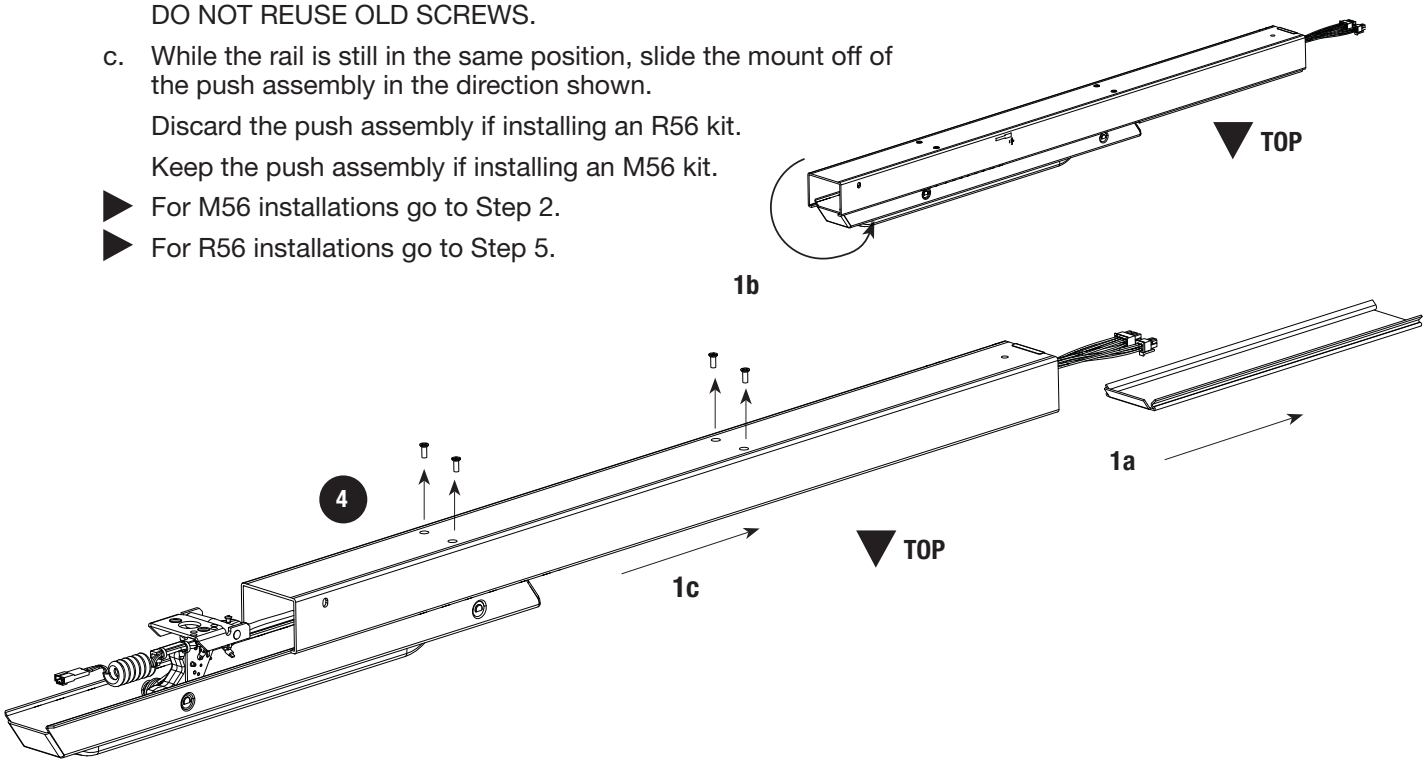
      DO NOT REUSE OLD SCREWS.
   c. While the rail is still in the same position, slide the mount off of the push assembly in the direction shown.

      Discard the push assembly if installing an R56 kit.

      Keep the push assembly if installing an M56 kit.

▶ For M56 installations go to Step 2.

▶ For R56 installations go to Step 5.



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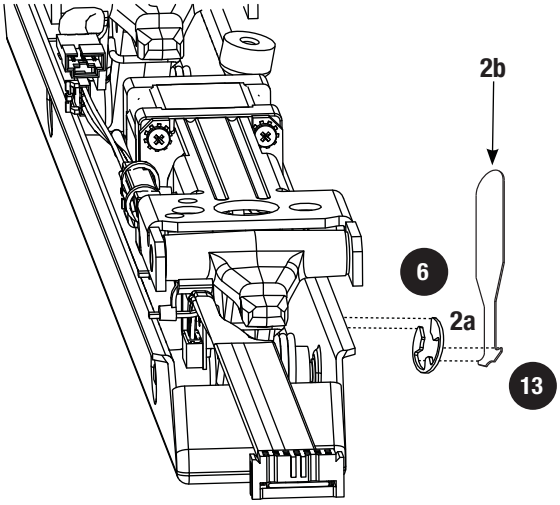
STEP 2: Disassemble Back Connecting Arm Assembly for M56

2. Using the hook side of the supplied retaining ring removal tool (item 13 per chart on page 1):
   a. Spin the retaining ring until its open section is visible, as shown.
   b. Place the end of the tool against the open section of the ring. Push the retaining ring down, removing it from the pivot pin.

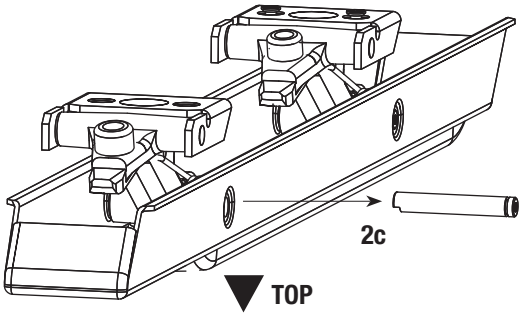
      NOTE:

      Discard Retaining Ring; do not reuse.

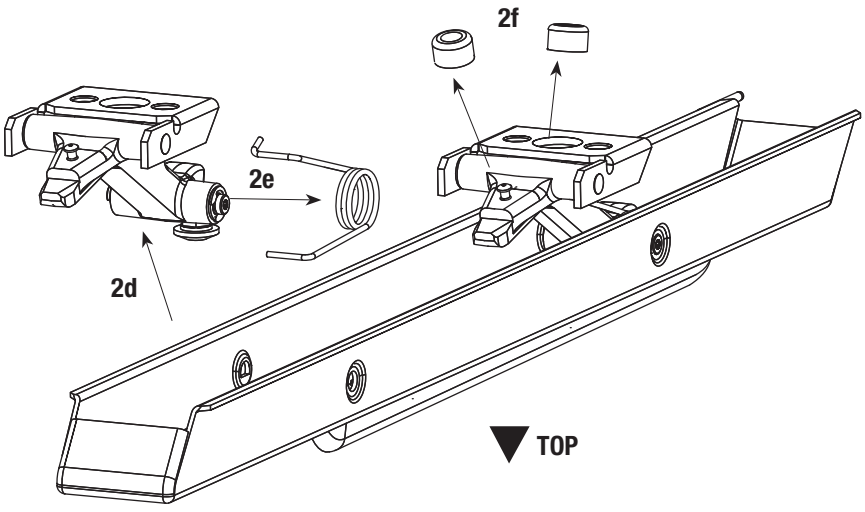
      Do not lose pivot pins. The pivot pins can easily drop out of the assembly if the assembly is tilted.



   c. Remove the pivot pin from the assembly and keep for re-use.



   d. Remove the connecting arm from the push assembly.
   e. Remove torsion spring and save to reuse in step 3.
   f. Remove both rubber bumpers from remaining connecting arm, if present.



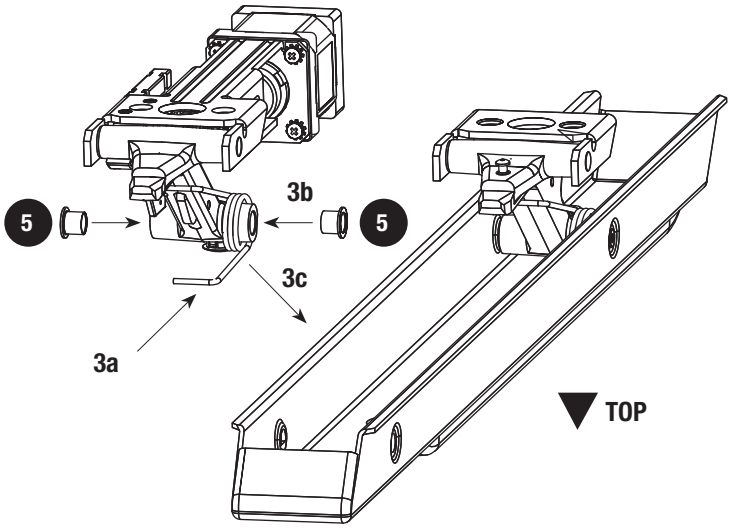
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STEP 3: Assemble M56

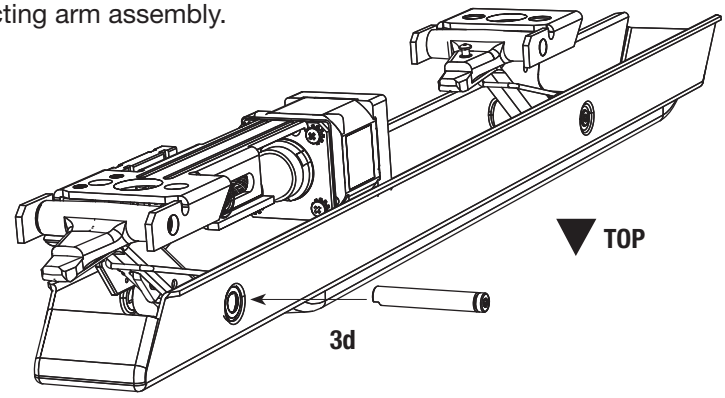
3. To assemble the M56 Motor Retrofit Kit:
   a. Place the spring from step 2 onto the motor assembly connecting arm.
   b. Install bushings on both sides of the connecting arm.

      CAUTION: Bushings must be installed on both sides.
   c. Place the motor assembly into the push.



   d. Re-insert the pivot pin into the push and connecting arm assembly.

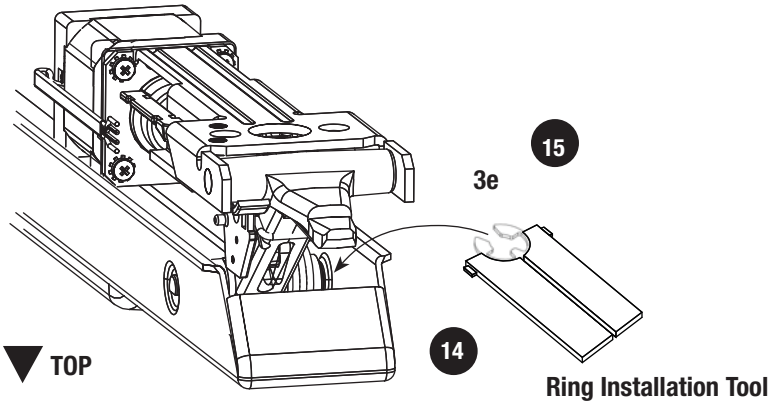
      Note: Pin can only be inserted one way.



   e. Insert the retaining ring into the retaining ring installation tool and slide the retaining ring onto the pivot pin.

      IMPORTANT: Make sure the ring snaps into the groove on the pivot pin.

      For 53- installations go to Step 4, otherwise go to Step 5.



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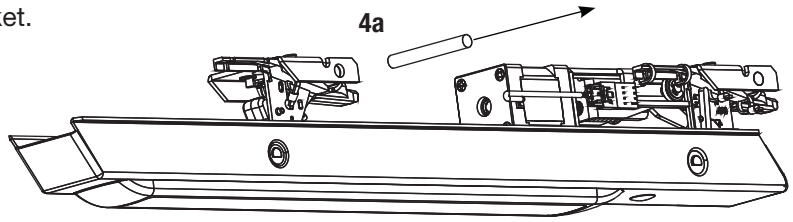
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Step 4: Latchbolt Monitoring (53-) Harness Installation:

4. To assemble the 53- harness for latchbolt monitoring:
   a. Remove the pivot pin from the front* bracket.
   b. Remove the front bracket from the connecting arm assembly.

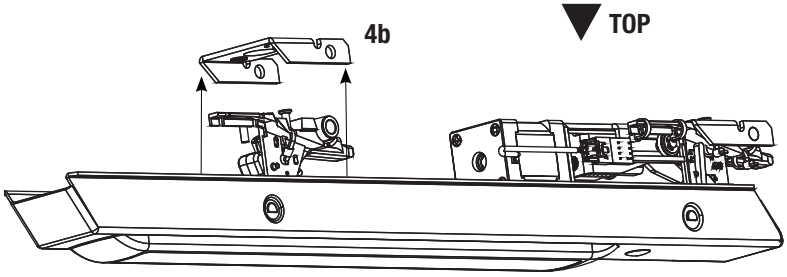
*The front is the end closest to the chassis (opposite of the back or hinge side).

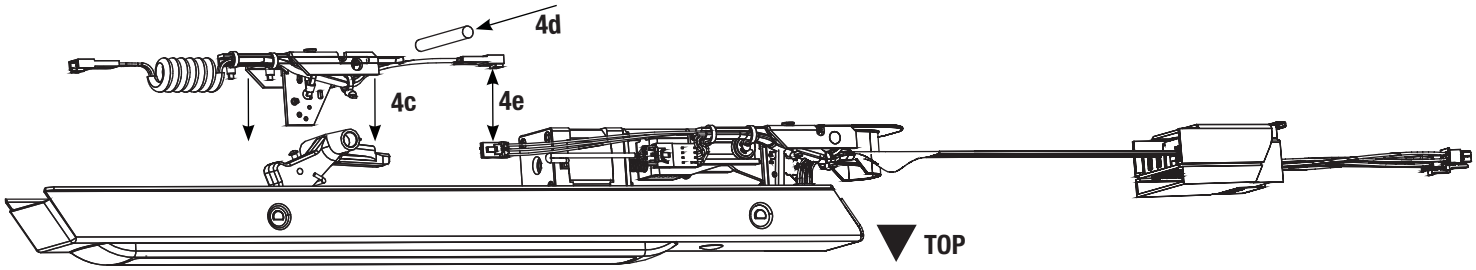


   c. Insert the 53- bracket assembly onto front connecting arm assembly.

      CAUTION: Bushings must remain installed on both sides of connecting arm (same as step 3).

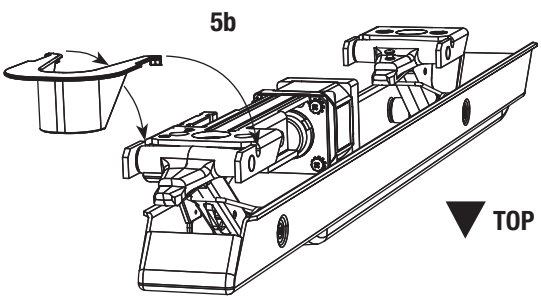
   d. Insert the pivot pin into the front connecting arm assembly.
   e. Plug the 53- connector into the harness at the 56- motor assembly.

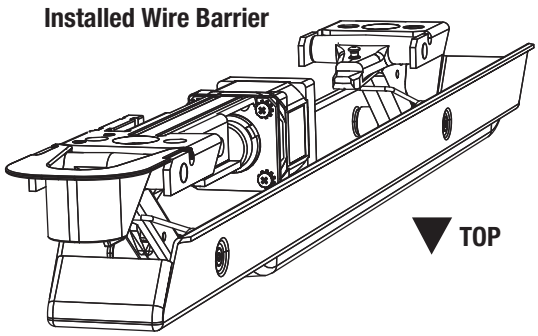




Step 5: Insert the wire barrier. (If rail uses cylinder dogging, skip to step 6).

5. To insert the wire barrier:
   a. Keep full rail assembly push side down.
   b. Place the standard wire barrier into the notches, as shown below.





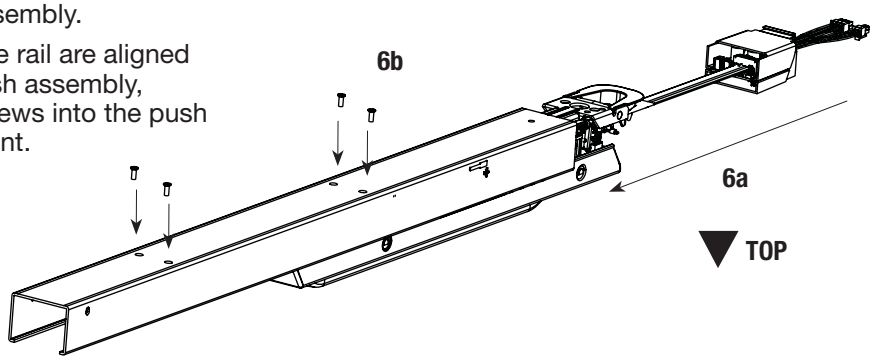
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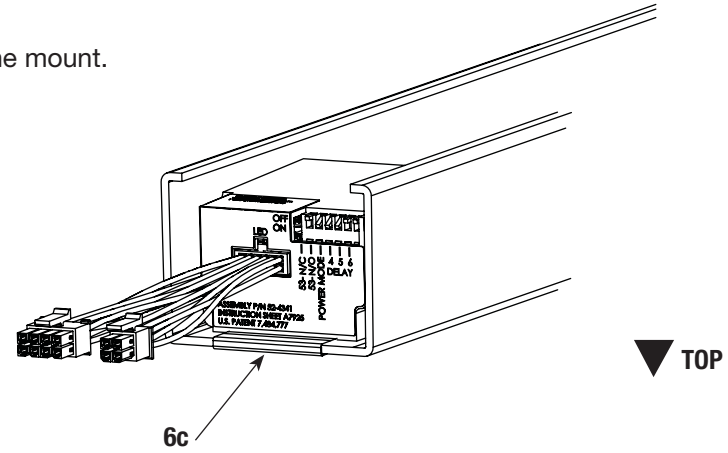
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Step 6: Assembly of R56 and M56

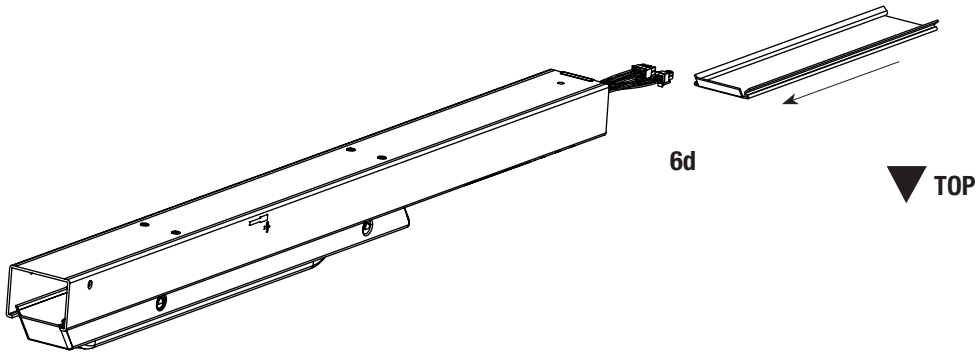
1. To reassemble the rail:
   a. Slide the mount onto the push assembly.
   b. When the countersunk holes in the rail are aligned with the threaded holes of the push assembly, fasten the (4) Phillips flat head screws into the push assembly from the bottom of mount.



   c. Clip the motor controller to the end of the mount.



   d. Slide the insert onto the mount until it stops at the push bar.



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