268, 269 (CSPS OR CSPD) SECURITY OVERHEAD CONCEALED DOOR CLOSER WITH INTEGRATED SINGLE OR DOUBLE SWITCH

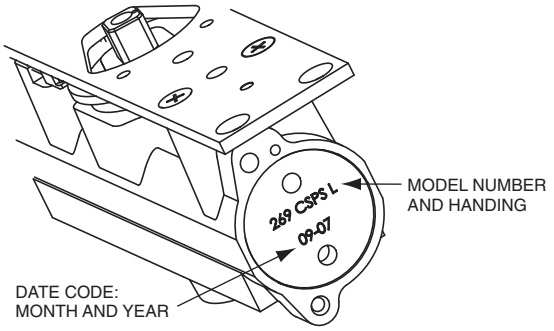
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CAUTION: FAILURE TO INSTALL OR ADJUST PROPERLY MAY RESULT IN INJURY OR DAMAGE.

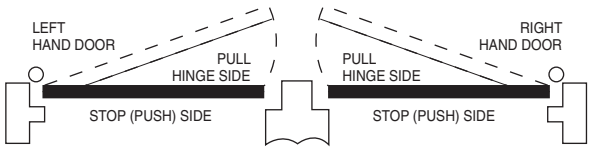
FOR INSTALLATION ASSISTANCE CALL SARGENT AT 1-800-727-5477 • www.sargentlock.com

A

VERIFY THE HAND OF THE CLOSER BEFORE INSTALLING. REFERRING TO THE STAMPING ON THE CLOSER END CAP AS SHOWN

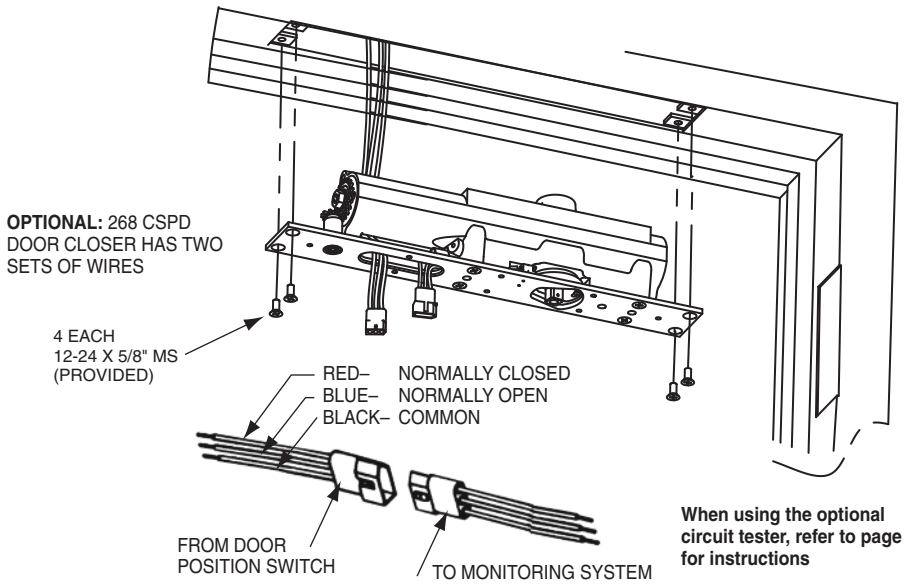


268/269 CSPS/CSPD DOOR CLOSERS ARE HANDED AND SHOULD BE SAME HAND AS DOOR



B

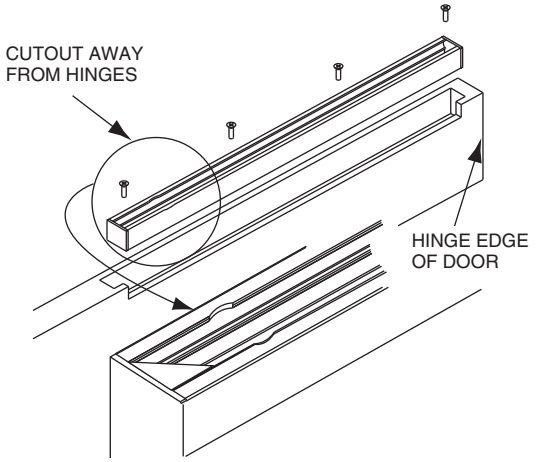
WITH POWER OFF, CONNECT WIRES AND INSTALL CLOSER INTO PREPARED FRAME WITH SPRING ADJUSTMENT SCREW AWAY FROM HINGE. (268 CSPS DOOR CLOSER SHOWN)



When using the optional circuit tester, refer to page 3 for instructions

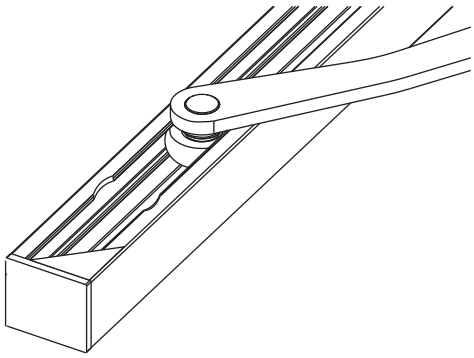
C

INSTALL TRACK IN DOOR AS SHOWN USING TAMPER PROOF SECURITY SCREWS PROVIDED.



D

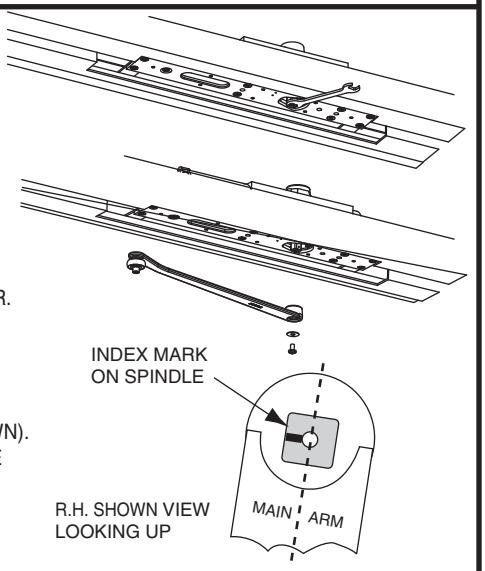
INSERT ARM ROLLER INTO TRACK THRU CUTOUT AND TEMPORARILY LET ARM LAY ON A TRACK.



E

ASSEMBLY OF ARM TO DOOR CLOSER SPINDLE

1. USING 1/8" ALLEN WRENCH, TURN LATCHING SPEED AND DOOR CLOSING SPEED VALVES (SEE FIGURE 1) CLOCKWISE UNTIL THEY STOP. DO NOT FORCE VALVES.
2. USING ADJUSTABLE WRENCH, ROTATE DOOR CLOSER SPINDLE (SEE FIGURE 1) 90° CLOCKWISE FOR LEFT HAND DOOR AND COUNTER CLOCKWISE FOR RIGHT HAND DOOR.
3. OPEN DOOR APPROXIMATELY 50° WITH THE DOOR CLOSER SPINDLE NOW STATIONARY, MOVE THE END OF THE ARM TO THE SPINDLE END UNTIL SQUARE HOLE IN THE ARM LINES UP WITH THE SPINDLE END SQUARE (AS SHOWN). PUSH ARM UP INTO POSITION ON THE SPINDLE AND SECURE WITH SECURITY SCREW AND WASHER.
4. RETURN LATCHING AND DOOR SPEED VALVES TO NORMAL POSITION



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FINAL ADJUSTMENT AND REGULATING PROCEDURE

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F

SWITCH ACTUATION POINT ADJUSTMENT
(SEE FIGURE 1)

1. REMOVE TOP PLATES FROM THE CLOSER (IF REQUIRED).
2. TO ACCESS THE ADJUSTMENT SCREW, OPEN THE DOOR ABOUT 10°.
3. TO ADJUST SWITCH TO RESPOND WHEN DOOR IS **NEARER** THE CLOSED POSITION, LOOSEN ADJUSTMENT SCREW SLIGHTLY AND USING THE HEX KEY AS DRIVE ROTATE CAM FOR SMALL ANGLE:
   —CLOCKWISE FOR RIGHT HAND DOOR
   —COUNTER CLOCKWISE FOR LEFT HAND DOOR
   TIGHTEN THE ADJUSTMENT SCREW. CLOSE THE DOOR. IF THE SWITCH DOES NOT RESPOND IN THE DESIRED DOOR POSITION, REPEAT ADJUSTMENT.

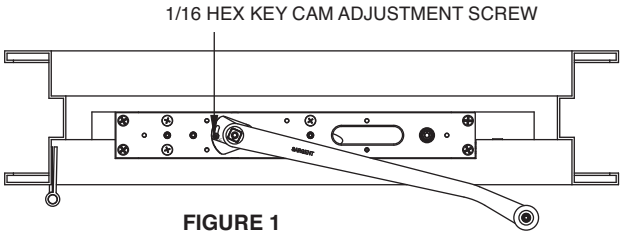


FIGURE 1

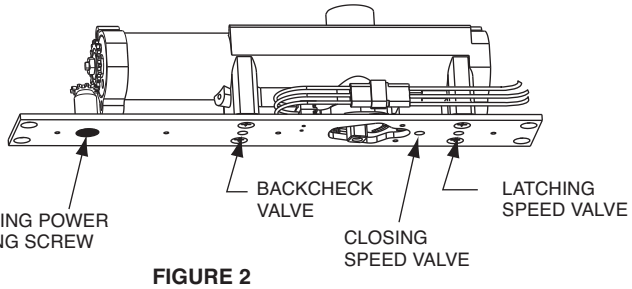
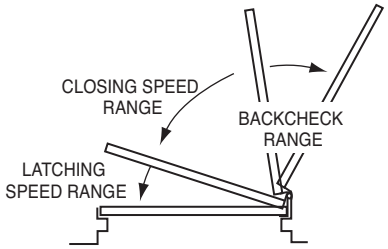


FIGURE 2



G

REGULATING DOOR SPEED AND LATCHING SPEED
USE 1/8" ALLEN WRENCH AND TURN VALVES CLOCKWISE TO SLOW DOWN OR COUNTER CLOCKWISE TO SPEED UP DOOR MOVEMENT. SEE FIGURE 2.

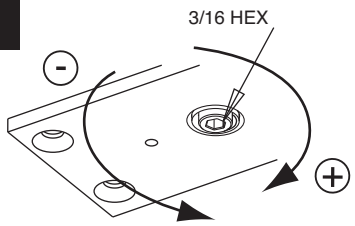
H

REGULATING BACKCHECK

THE INTENSITY OF BACKCHECK ACTION IS REGULATED BY A BACKCHECK VALVE. TURN CLOCKWISE TO INCREASE OR COUNTER CLOCKWISE TO DECREASE CHECKING.

CAUTION: SET VALVE FOR A SLIGHT CUSHIONING EFFECT; IT IS DAMAGING TO CLOSER IF THE CHECKING ACTION IS TOO ABRUPT. BACKCHECK SHOULD NEVER BE USED IN LIEU OF A DOOR STOP.

I



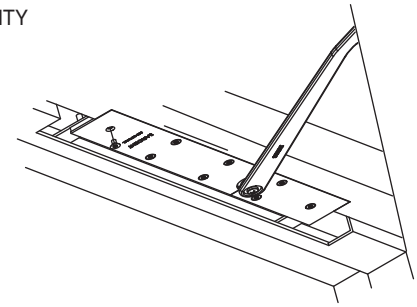
SPRING POWER ADJUSTMENT

FOR EXTERIOR DOORS AND WHERE STRONG DRAFTS EXIST, INCREASE SPRING POWER AS NEEDED BY TURNING SPRING ADJUSTING SCREW CLOCKWISE.

IF NECESSARY, DECREASE SPRING POWER TO LOWER OPENING FORCE BY ROTATING SPRING ADJUSTING SCREW COUNTERCLOCKWISE. ONLY OPEN DOOR A FEW INCHES WHILE ADJUSTING.

J

INSTALL TOP PLATES USING SECURITY SCREWS WHEN ALL ADJUSTMENTS ARE MADE. 8 SCREWS REQUIRED



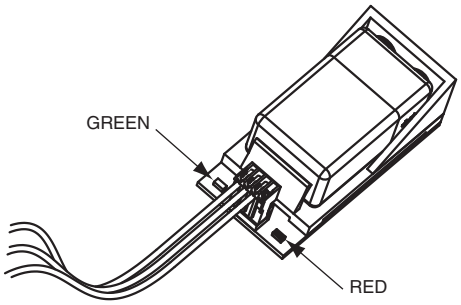
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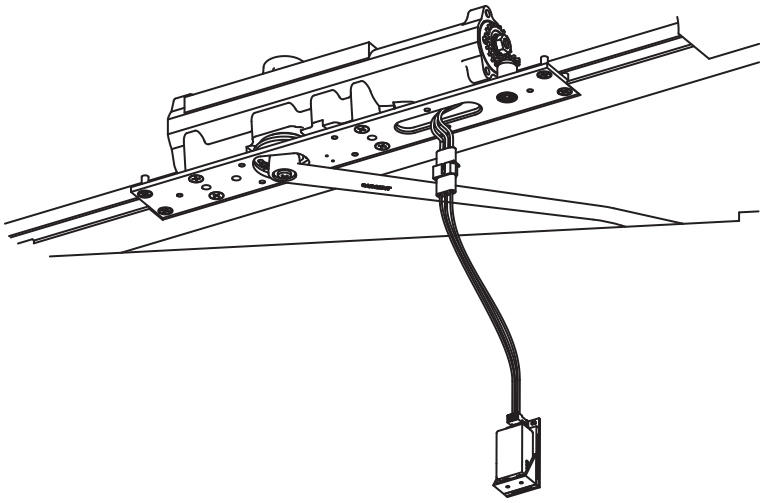
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HOW TO USE CIRCUIT TESTER

1. REMOVE COVER PLATES AND PULL PLUG CONNECTION DOWN THROUGH SLOT AND DISCONNECT
2. CONNECT CIRCUIT TESTER AND PUSH PLUG CONNECTION BACK INTO SLOT SO DOOR COULD CLOSE
3. **REFER TO (STEP F) FOR ADJUSTMENT INSTRUCTIONS**
   GREEN LIGHT ON CIRCUIT TESTER INDICATES THAT DOOR IS CLOSED, RED LIGHT INDICATES DOOR IS OPEN.
4. ONCE SWITCH IS ADJUSTED DISCONNECT CIRCUIT
   TESTER AND RE-ASSEMBLE

ORDERED SEPARATELY,
USE PART NUMBER 63-4335 WHEN ORDERING

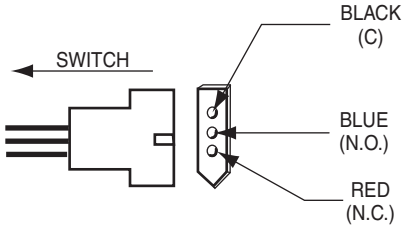




TROUBLESHOOTING 268 CSPS/CSPD

PROBLEM: NO SIGNAL FROM DOOR POSITION SWITCH TO THE MONITORING/ALARM SYSTEM AFTER ALL POSSIBLE ADJUSTMENTS WERE MADE.

CHECK: SWITCH ASSEMBLY



HOW TO CHECK SWITCH ASSEMBLY:

- DISCONNECT POWER FROM THE UNIT
- REMOVE UNIT FROM FRAME
- DISCONNECT SWITCH ASSEMBLY FROM MONITORING SYSTEM
- CHECK SWITCH ASSEMBLY FOR OPEN CIRCUIT

CIRCUIT CHECK:

1. MAKE SURE SWITCH IS **ACTUATED.**
2. SET METER TO OHMS (Ω).
3. PUT ONE LEAD OF METER TO POST OF BLACK WIRE (C) AND OTHER LEAD TO POST OF RED WIRE (NC) ON THE CONNECTOR. METER SHOULD SHOW **OPEN CIRCUIT.**
4. LOOSEN THE ADJUSTMENT SCREW AND ROTATE THE CAM TO **DEACTIVATE** THE SWITCH. METER SHOULD SHOW **CLOSE CIRCUIT.**
5. PUT ONE LEAD OF METER TO POST OF BLACK WIRE (C) AND OTHER LEAD TO POST OF BLUE WIRE (NO) ON THE CONNECTOR. METER SHOULD SHOW **OPEN CIRCUIT.**
6. ROTATE THE CAM TO **ACTIVATE** THE SWITCH. METER SHOULD SHOW **CLOSE CIRCUIT**.
   IF SWITCH ASSEMBLY WORKS AS DESCRIBED: – REINSTALL CLOSER
   – ADJUST SWITCH ACTUATION POINT AS DESCRIBED IN STEP F
   – INSTALL TOP PLATES

IF SWITCH ASSEMBLY IS WORKING PROPERLY PROBLEM MAY BE ELSEWHERE IN THE SYSTEM. CHECK THE MONITORING/ALARM SYSTEM.

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