NOTES: 1) OPTION SAFETY SIDE SUPERSCAN INHIBIT WITH MAGNETIC REED SWITCH.
2) SWITCH MUST BE ADJUSTED TO OPEN AT APPROXIMATELY 70 DEGREES.
3) LO-21 RED AND BLACK WIRES CONNECT TO THE SOLENOID VALVE.
NOTES: 1) WIRE LO-21 RED / BLACK WIRES TO MICRO-SWITCH WHEN STACK OR LATCH ASSIST FUNCTIONS ARE TURNED ON. (SEE NOTE 2)  
2) AN ADDITIONAL MICROSWITCH WILL NEED INSTALLED ON OPERATOR ORIENTED 180 DEGREES FROM CLOSED LATCH SPEED SWITCH. THIS WILL PROVIDE PROPER VOLTAGE TO THE LO21K. CONTACT B.E.A. TECHNICAL SUPPORT FOR WIRING INFORMATION.  
3) SW-1 SETTINGS (UP IS OFF) 1.PUSH-N-GO 2. LATCH ASSIST 3. RATCHET FUNCTION 4. STACK PRESSURE.  
4) DUAL CONTROL SHOWN  
5) SW-1 CALIBRATION SWITCH REMOVE JUMPER AFTER 1ST ACTIVATION AFTER INITIAL POWER UP. STORE ON 1 POST.  

NOTES: 1) SW-1 SETTINGS (UP IS OFF) 1. PUSH-N-GO 2. LATCH ASSIST 3. RATCHET FUNCTION 4. STACK PRESSURE.
2) DUAL CONTROL SHOWN
3) SW-1 CALIBRATION SWITCH REMOVE JUMPER AFTER 1ST ACTIVATION AFTER INITIAL POWER UP. STORE ON 1 POST.

NOTES: 1) SW-1 SETTINGS (UP IS OFF) 1. PUSH-N-GO=OFF. 2. LATCH ASSIST=OFF. 3. RATCHET FUNCTION=OFF. 4. STACK PRESSURE=OFF.

2) LO21K: DIP SWITCHES 6, 7, 8, NOT USED.

3) SW-1 CALIBRATION SWITCH (LOCATED ON CONTROL) REMOVE JUMPER AFTER 1ST ACTIVATION AFTER INITIAL POWER UP. STORE ON 1 POST.

2) LO21K: DIP SWITCHES 6, 7, 8, NOT USED.
3) SW-1 CALIBRATION SWITCH REMOVE JUMPER ON CONTROL AFTER 1ST ACTIVATION AFTER INITIAL POWER UP. STORE ON 1 POST.

NOTES:
1. MOTOR CONNECTION IS TIED IN PARALLEL TO EXISTING MOTOR LEADS. NO RESPECT TO POLARITY IS REQUIRED.
2. EXTERNAL SWITCHES ARE REQUIRED IF INHIBIT DESIRED AT SWING SIDE SUPERSCANS, SWITCH OPENS UPON INHIBIT POINT.
3. THE KNOWING ACT SWITCH IS CONNECTED AT THE AUX INPUT AND CAN BE ANY DRY CONTACT DEVICE SUCH AS A PUSHPLATE, CARD READER, ETC. THE AUX INPUT IS REQUIRED FOR ALL INITIAL ACTIVATION WHEN FUNCTION 'FA' ON THE LO-LINX IS SET TO '01'.
4. THE SECOND BODYGUARD AND EAGLE ARE PRIMARILY USED IN DUAL-EGRESS APPLICATIONS. ENSURE BODYGUARD RELAY VALUE IS SET TO 2.