

**IMPORTANT** - READ CAREFULLY BEFORE INSTALLING FIXTURE. RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE. THIS PRODUCT MUST BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND ALL APPLICABLE LOCAL CODES, BY A PERSON FAMILIAR WITH THE CONSTRUCTION AND OPERATION OF THE PRODUCT, AND THE HAZARDS INVOLVED. PROPER GROUNDING IS REQUIRED FOR SAFETY.

**⚠ DISCONNECT THE MAIN LINE BEFORE WIRING SECONDARY CONNECTORS.**

### START UNIT INSTALLATION INTEGRAL DRIVER (120 / 277V) DIMMING TRIAC/ELV (10%) OR 0-10V (1%)

A- PREPARE THE CEILING WITH THE ANCHOR SCREWS (SEE TABLE ON PAGE 3).

B- SEE DETAIL 1:

1- PASS WIRES THROUGH THE CANOPY.

2- MAKE THE NECESSARY WIRE CONNECTIONS (SEE WIRING DIAGRAM) USING TWIST CONNECTORS (NOT INCLUDED).

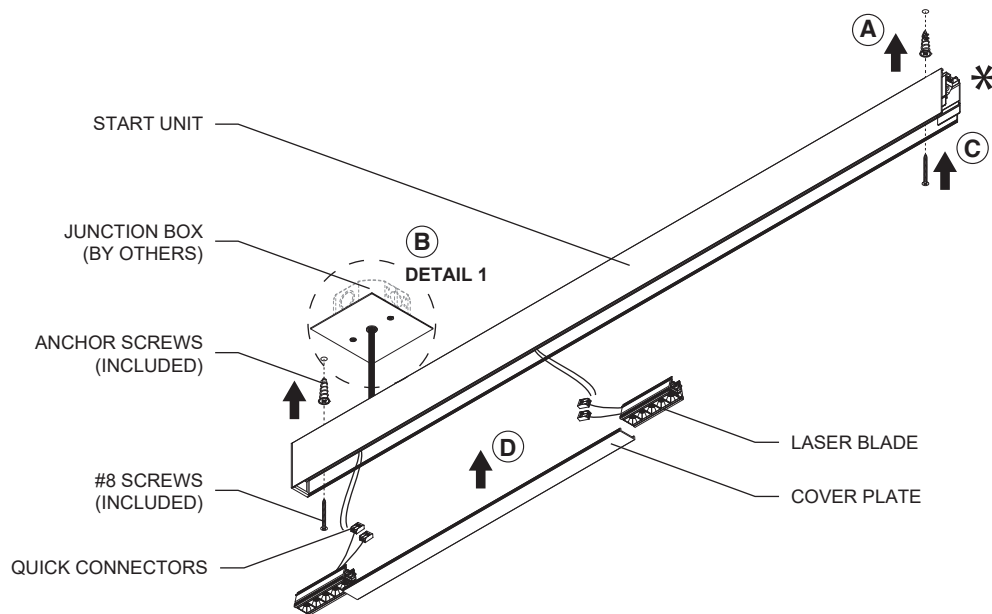
**FOR D01 DIMMING:** WIRES MUST BE RUN THROUGH A SEPARATE KNOCKOUT HOLE FROM JUNCTION BOX.

3- INSTALL THE UNIVERSAL CROSSBAR USING PHILLIPS SCREWS (INCLUDED) AND THE CANOPY USING PHILLIPS SCREWS (INCLUDED).

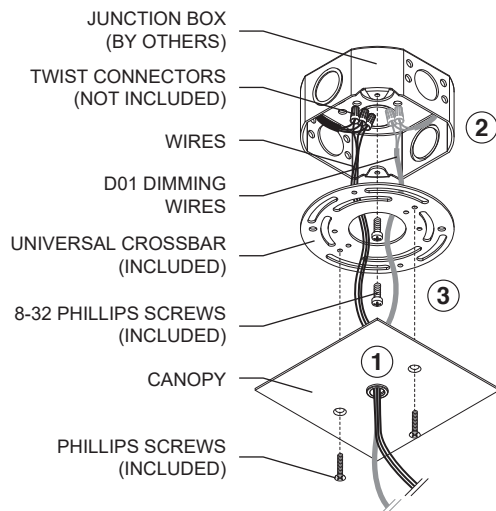
C- INSTALL THE START UNIT TO THE CEILING USING #8 SCREWS (INCLUDED) INTO THE ANCHOR SCREWS.

D- CONNECT THE LASER BLADES USING THE QUICK CONNECTORS (INCLUDED) AND SNAP THEM INTO THE UNIT.

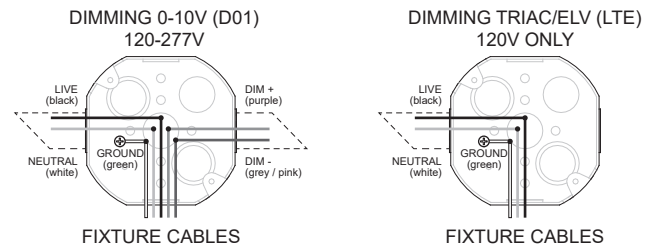
FILL THE FIRST GAP WITH THE COVER PLATE.



### DETAIL 1



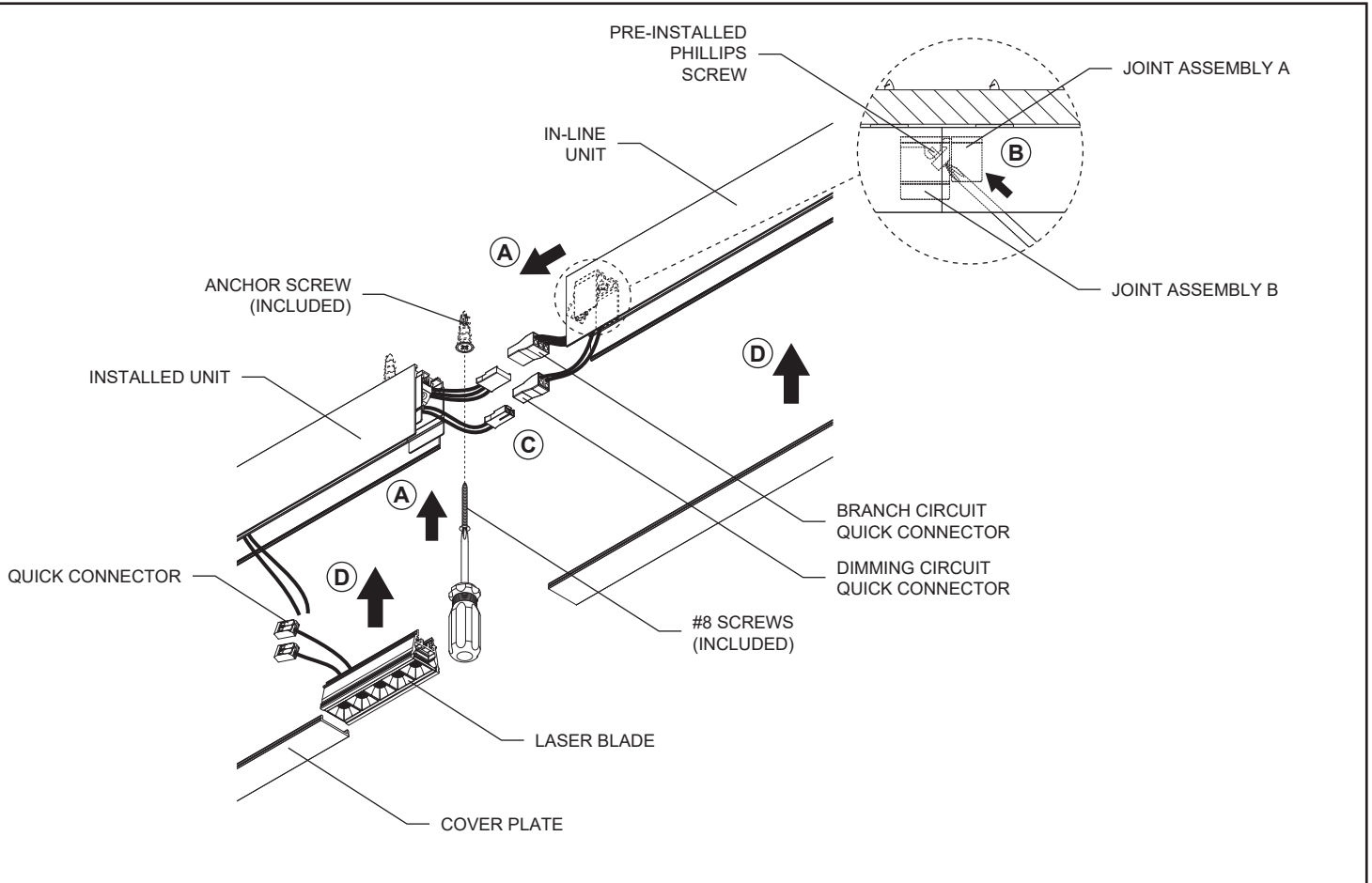
### WIRING DIAGRAM\*



\*for reference only

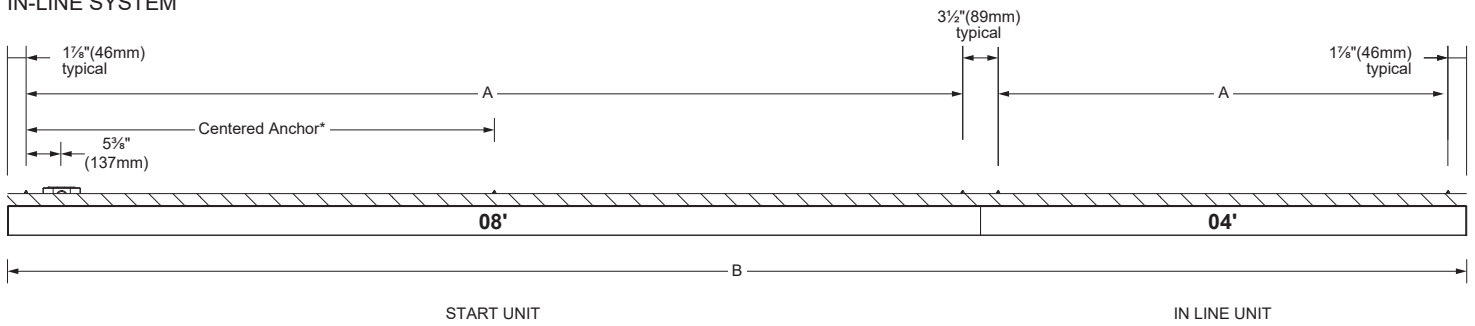
**IN-LINE UNIT INSTALLATION**

- A- INSTALL THE IN-LINE UNIT TO THE CEILING USING #8 SCREWS (**INCLUDED**) INTO THE ANCHOR SCREWS.  
**\*DO NOT COMPLETELY SCREW THE UNIT FOR THE NEXT STEP.**
- B- ALIGN THE UNITS AND JOIN THEM TOGETHER BY TIGHTENING THE PRE-INSTALLED PHILLIPS SCREW ON THE JOINT ASSEMBLY A TO THE JOINT ASSEMBLY B. DO NOT OVERTIGHTEN THE JOINTS AND MAKE SURE TO NOT SQUEEZE ANY CABLES. FINISH TIGHTENING THE UNIT TO THE CEILING
- C- MAKE THE NECESSARY CONNECTIONS USING THE LED MODULE QUICK CONNECTORS.
- D- CONNECT THE LASER BLADES USING THE QUICK CONNECTORS AND SNAP THE COVER PLATES IN THE GAPS.
- E- REPEAT STEPS **A** TO **D** FOR ALL NEW IN-LINE FIXTURES.



**SURFACE ANCHOR POINTS DISTANCE**

**IN-LINE SYSTEM**



\*Units over 4' nominal length require a centered anchor.

Unit	Anchor distance (A)
<b>04</b>	3'-8 <sup>3</sup> / <sub>16</sub> " (1,125m)
<b>08</b>	7'-8 <sup>1</sup> / <sub>8</sub> " (2,342m)

ANCHOR POINTS FOR LINEAR SURFACE ALL CONFIGURATIONS*			
Nominal length	Actual length (B)	In-line unit composition	Anchor qty
<b>04'</b>	3'-11 <sup>1</sup> / <sub>16</sub> " (1.218m)	04	2
<b>08'</b>	7'-11 <sup>1</sup> / <sub>2</sub> " (2.435m)	08	3
<b>12'</b>	11'-11 <sup>3</sup> / <sub>8</sub> " (3.649m)	08 + 04	5
<b>16'</b>	15'-11 <sup>5</sup> / <sub>16</sub> " (4.866m)	2 x 08	6
<b>20'</b>	19'-11 <sup>7</sup> / <sub>16</sub> " (6.080m)	2 x 08 + 04	8
<b>24'</b>	23'-11 <sup>9</sup> / <sub>16</sub> " (7.297m)	3 x 08	9
<b>28'</b>	27'-11 <sup>1</sup> / <sub>16</sub> " (8.511m)	3 x 08 + 04	11
<b>32'</b>	31'-10 <sup>9</sup> / <sub>16</sub> " (9.728m)	4 x 08	12
<b>36'</b>	35'-10 <sup>7</sup> / <sub>16</sub> " (10.942m)	4 x 08 + 04	14
<b>40'</b>	39'-10 <sup>5</sup> / <sub>8</sub> " (12.159m)	5 x 08	15
<b>44'</b>	43'-10 <sup>3</sup> / <sub>4</sub> " (13.373m)	5 x 08 + 04	17
<b>48'</b>	47'-10 <sup>1</sup> / <sub>4</sub> " (14.590m)	6 x 08	18
<b>52'</b>	51'-10 <sup>1</sup> / <sub>8</sub> " (15.804m)	6 x 08 + 04	20
<b>56'</b>	55'-10 <sup>1</sup> / <sub>16</sub> " (17.021m)	7 x 08	21
<b>60'</b>	59'-9 <sup>1</sup> / <sub>2</sub> " (18.235m)	7 x 08 + 04	23
<b>64'</b>	63'-9 <sup>7</sup> / <sub>16</sub> " (19.452m)	8 x 08	24
<b>68'</b>	67'-9 <sup>5</sup> / <sub>8</sub> " (20.666m)	8 x 08 + 04	26
<b>72'</b>	71'-9 <sup>3</sup> / <sub>16</sub> " (21.883m)	9 x 08	27
<b>76'</b>	75'-9 <sup>3</sup> / <sub>16</sub> " (23.097m)	9 x 08 + 04	29
<b>80'</b>	79'-9 <sup>1</sup> / <sub>8</sub> " (24.314m)	10 x 08	30
<b>84'</b>	83'-9" (25.528m)	10 x 08 + 04	32
<b>88'</b>	87'-9 <sup>1</sup> / <sub>16</sub> " (26.745m)	11 x 08	33
<b>92'</b>	91'-8 <sup>7</sup> / <sub>16</sub> " (27.959m)	11 x 08 + 04	35
<b>96'</b>	95'-8 <sup>3</sup> / <sub>8</sub> " (29.176m)	12 x 08	36