

Note: Eye protection designed for paintball use must be worn at all time when handling this marker by the user and any person within range.

WARNING: DO NOT field strip or otherwise disassemble this marker while it is pressurized with air.
Disassembling the receiver while under air pressure will cause personal injury &/or damage to the marker.
Remove air cylinder or cartridge before doing any disassembly.

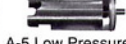
WARNING: Make sure marker is completely discharged even after air supply has been removed. Even though the air supply is removed the low pressure chamber will store enough air for several shots.

READ EACH STEP COMPLETELY BEFORE PERFORMING STEP

WARNING: DO NOT OPERATE THIS MARKER WITH PARTS MISSING OR DAMAGED. If during the course of this installation, a part is lost or found to be damaged, *obtain a replacement part before continuing reassembly.*

THE A-5 LOW PRESSURE KIT INCLUDES:
(Loctite & gun oil not shown)

A-5 Low Pressure ASA Adaptor (part # PB-26)



A-5 Low Pressure Valve (part # 02-25L)



A-5 Low Pressure Bolt (part # 02-11L)



A-5 Low Pressure Bolt Insert (part # 02-08L)

A-5 Low Pressure Feed Gas Line (part # 02-100)



Orifice (Fits inside) (part # 02-102)

A-5 Low Pressure 90° Elbow Fitting (part # 98-10)



A-5 Low Pressure Gas Line (part # 98-09C)

Set up a table with plenty of space to work. Tools You Need: 1/8" & 3/16" allen wrenchs (included in marker accessory pack) & a 1/4" socket wrench.

STEP 1: Prepare Marker for Safe Disassembly Before Beginning Installation of Low Pressure Kit

To do so, you must: (1-unload marker; 2-remove air source; 3-discharge stored air; 4-uncock marker before further disassembly.

□ 1) **Unload your marker:** first remove the hopper. Then, point your marker in a safe direction and fire several times to be sure there are no balls left in the feeder or lodged in the chamber.

□ 2) **Remove tank:** To remove a charged air cylinder, turn the cylinder approximately 3/4 of a turn counterclockwise or out. This allows the tank pin valve to close so that no air will enter the marker. Point the marker in a safe direction and fire the remaining air in the marker by pulling the trigger until the marker stops firing. (This may take 4-5 shots)

If your marker keeps firing after you have turned the tank 3/4 of a turn, the tank pin valve has not closed yet and you may have to turn the tank counterclockwise a little further.

If you turn the tank 3/4 of a turn and it begins to leak before you pull the trigger you have turned it too far and may have damaged the tank o-ring.

□ 3) **After air tank is removed, point & fire the marker in a safe direction until stored air is completely discharged.**

□ 4) **Put the marker in the uncocked position:** hold the bolt cocking handle back - then pull the trigger and release handle forward to un-cock the marker.

STEP 2: Prepare Marker for Low Pressure Kit parts installation by removing the following...

□ 1) Remove Gas Line From Upper Receiver by removing Tombstone Push Pin (A); depressing Tombstone Latch and pulling Tombstone adapter/gas line plug (B) from upper receiver.

□ 2) Remove lower receiver from upper receiver by taking out the 2 push pins (C) holding them together.

□ 3) Remove bolt (D) holding tank adapter from lower receiver.

□ 4) Remove old gas line 90° elbow fitting (E) from tank adapter with 7/16" wrench.

□ Clean tank adapter threads for insertion of new 90° elbow fitting later.

□ Unscrew gas line plug from Tombstone adapter.

□ 5) Remove front grip with allen wrench.

□ Store old gas line/elbow fitting; front grip; feeder gas line; valve; and rear bolt as they will not be reused during the installation of the A-5 Low Pressure Kit.

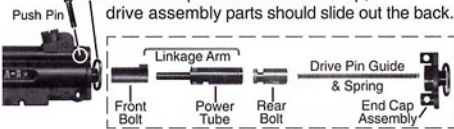
□ 6) Remove feeder gas line (2 banjo bolts) with screw driver.

□ 7) Remove valve from power tube. You will need to remove the drive assembly from the upper receiver as follows:

□ Screw velocity screw in past receiver.

□ Remove upper push pin holding end cap in place.

□ Pull end cap out and tilt marker up, drive assembly parts should slide out the back.



□ 8) Remove valve from power tube. Be sure velocity screw is turned all the way out then carefully push valve out with allen wrench.

