

# OWNER'S MANUAL

**WARNING!** READ ALL INSTRUCTIONS AND SAFETY RULES COMPLETELY BEFORE USING THIS AIR SPORTS GUN. REMEMBER, "SAFETY BEGINS WITH YOU".



Distributed by:



**JSPORTSUSA**

**Air Sports Gun**

# M2340

FOR AGE 18 AND OLDER

**SEMI-AUTOMATIC COMBAT AIR PISTOL**

**KWA**

# M2340

*Air Sports Gun*

FOR AGE 18 AND OLDER

*SEMI-AUTOMATIC COMBAT AIR PISTOL*

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FULL STROKE &  
**GAS-BLOWBACK**  
FULL OPEN SYSTEM

 **EXCELLENT**  
PISTON UNIT TYPE

 **HOP UP**

 **REAL LIVE**  
SHORT RECOIL

 **REAL LIVE**  
OPERATION

 **DROP**  
SLIDER  
LOADING SYSTEM

## MESSAGE FROM KWA

KWA WOULD LIKE TO THANK YOU FOR YOUR PURCHASE OF THE AIR SPORTS GUNS. WE TAKE PRIDE IN PRODUCING QUALITY AIR SPORTS GUNS INCORPORATING ALL OF THE BEST FEATURES. ALL AIR SPORTS GUNS ARE TO BE OPERATED UNDER SAFETY GUIDELINES AS REAL FIREARMS AND IT IS YOUR RESPONSIBILITY TO USE THEM IN A SAFE MANNER AT ALL TIMES. KWA, AND IT'S AGENTS ARE NOT RESPONSIBLE FOR CARELESS, ABUSIVE, IMPROPER, NEGLIGENT AND CRIMINAL USE OF ITS PRODUCTS.

## PRECAUTION

AIR SPORTS GUNS ARE DESIGNED FOR PERSONS OF AGE 18 OR OLDER FOR SPORTING PURPOSE ONLY AND TO BE OPERATED UNDER THE U.S. FIREARMS SAFETY CODES. THE EFFECTIVE SHOOTING RANGE IS APPROXIMATELY 160 FEET AND CAN BE AFFECTED BY SURROUNDING CONDITIONS, SUCH AS TEMPERATURE, WIND, ETC. IT IS STRONGLY RECOMMENDED TO USE THE AIR SPORTS GUN IN A SAFE DESIGNATED SHOOTING RANGE OR AREA AND TO TREAT ALL AIR SPORTS GUNS AS REAL FIREARMS. AIR SPORTS GUNS CAN BE DANGEROUS AND CAN CAUSE SERIOUS INJURY, IT IS THE USER'S RESPONSIBILITY TO HANDLE AIR SPORTS GUNS IN A SAFE MANNER. BE SURE TO TREAT ALL AIR SPORTS GUNS AS IF THEY WERE LOADED AND NEVER POINT AT ANYONE OR OBJECTS THAT YOU DO NOT INTEND TO SHOOT. ONLY AIM YOUR AIR SPORTS GUN IN A SAFE DIRECTION. U.S. FEDERAL LAW REQUIRES A MINIMUM 6MM ORANGE MARKING ON ANY FIREARM REPLICAS AND BY REMOVING THE ORANGE TIP, YOU ARE VIOLATING THE LAW AND IT CAN ENDANGER YOURSELF AND OTHERS.

THE AIR SPORTS GUNS ARE NOT TOYS, ALTHOUGH THEY FIRE 6MM PLASTIC BB'S AT RELATIVELY LOW VELOCITY, THERE ARE STILL HIGH RISKS FOR PERSONAL INJURY IF PROPER PROTECTIVE GEAR IS NOT WORN. REMEMBER, THE AIR SPORTS GUNS RESEMBLE REAL FIREARMS IN APPEARANCE, SIZE AND SOME FUNCTIONAL RESPECTS, THEREFORE, IT IS RECOMMENDED THAT YOU SHOULD NEVER CARRY OR DISPLAY THE AIR SPORTS GUN IN PUBLIC AREAS. ANY CRIMES COMMITTED WITH AN AIR SPORTS GUN WILL BE PROSECUTED AS IF A REAL FIREARM WERE USED. BE SURE NOT TO POINT THE AIR SPORTS GUNS AT ANY LAW ENFORCEMENT OFFICERS OR ANY OTHER ARMED PERSONS, DOING SO, MAY PUT YOURSELF IN A VERY DANGEROUS SITUATION. **REMEMBER, AIR SPORTS GUNS ARE NOT TOYS.**

**WARNING!** DO NOT ALTER YOUR AIR SPORTS GUN. BY DOING SO, MAY MAKE IT UNSAFE, AND VOID THE WARRANTY, AND AFFECT THE RELIABILITY OF THE

# SAFETY RULES



**ALL USERS MUST WEAR SHOOTING OR SAFETY GLASSES AT ALL TIMES.**

- ◆ READ THE **OWNER'S** MANUAL BEFORE HANDLING AND LOADING THE GUN
- ◆ TREAT ALL AIR SPORTS GUNS AS IF THEY WERE LOADED AT ALL TIMES
- ◆ NEVER POINT AT ANYONE OR OBJECTS YOU DO NOT INTEND TO SHOOT
- ◆ ALWAYS POINT MUZZLE IN A SAFE DIRECTION
- ◆ MAKE SURE **YOUR** SHOOTING DIRECTION IS FREE OF OBSTACLES BEFORE YOU SHOOT
- ◆ DO NOT LOAD ANY AIR SPORTS GUN UNTIL YOU ARE READY TO FIRE
- ◆ ALWAYS KEEP THE SAFETY ON AND NEVER PLACE YOUR FINGER ON THE TRIGGER UNTIL YOU ARE READY TO FIRE
- ◆ ALWAYS EXAMINE AND UNLOAD THE GUN WHEN NOT IN USE. STORE IT IN A SAFE MANNER AND KEEP AWAY FROM CHILDREN
- ◆ DO NOT PEEP AT THE MUZZLE
- ◆ NEVER SHOOT AT ANY ROCKS, WATER OR ANY HARD SURFACES AS THEY MAY CAUSE THE BB'S TO RICOCHET
- ◆ ALWAYS USE THE PROPER 6MM CALIBER BB'S AND NEVER REUSE BB'S
- ◆ NEVER JUMP, CLIMB OR CROSS OBSTACLES WITH A LOADED AIR SPORTS GUN. ALWAYS UNLOAD THE GUN FIRST
- ◆ NEVER LEAVE A LOADED WEAPON UNATTENDED. AIR SPORTS GUNS ARE CERTAINLY NO EXCEPTION TO THIS RULE
- ◆ ACCIDENTS USUALLY RESULT FROM NEGLIGENCE OF BASIC SAFETY RULES

**CHOKING HAZARD!** AIRSOFT BB'S CAN BE A CHOKING HAZARD. ALWAYS RETRIEVE BB'S AFTER SHOOTING AND KEEP AWAY FROM CHILDREN.

# WARRANTY

WE OFFER A 30 DAY WARRANTY FOR MECHANICAL OR ELECTRICAL FACTORY DEFECTS. WARRANTY BECOMES VOID IF DAMAGE IS CAUSED BY USER'S ABUSE, MISUSE, ALTERATION OR MODIFICATION OF THE GUNS OR MAGAZINE IN ANY FORM, INCLUDING BUT NOT LIMITED TO REMOVAL OF ORANGE MARKING AND USE OF IMPROPER SIZE AND/OR LOW GRADE BB'S. WATER, DUST AND CONTAMINANT DAMAGES ALSO VOID THE WARRANTY. WARRANTY DOES NOT COVER BB'S, TARGETS, GAS CANISTERS OR ACCESSORIES OF ANY KIND. PLEASE CONTACT OUR CUSTOMER SERVICE DEPARTMENT TO OBTAIN RMA NO. AND SHIPPING INSTRUCTIONS BEFORE RETURNING ANY PRODUCTS. ALL ITEMS RETURNED FOR REPAIR MUST BE ACCOMPANIED BY A SALES RECEIPT. WARRANTY DOES NOT COVER HANDLING AND SHIPPING CHARGES OF RETURNED ITEMS COMING FROM AND GOING TO CUSTOMERS.

# OPERATION - I

## [1] CHARGING GAS

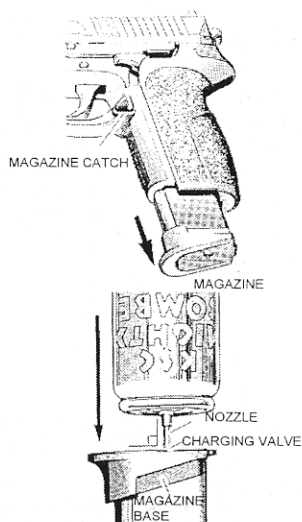
- (1) RELEASE MAGAZINE BY PRESSING MAGAZINE CATCH.

**CAUTION! AVOID MAGAZINE TO DROP FREELY ON HARD SURFACE; IT MAY DAMAGE THE MAGAZINE.**

- (2) PUSH THE GAS CANISTER NOZZLE INTO THE CHARGING VALVE. MAKE SURE THE CANISTER IS IN A VERTICAL POSITION WHEN CHARGING.
- (3) CHARGE MAGAZINE UNTIL GAS OVERFLOWS FROM CHARGING VALVE.

### WARNING!

- \* CHECK CANISTER FOR ANY CRACKS OR LEAKS BEFORE USING
- \* DO NOT EXPOSE CANISTER TO TEMPERATURE OVER 40 °C
- \* DO NOT LEAVE CANISTER DIRECTLY OVER FIRE
- \* DO NOT BOIL CANISTER
- \* KEEP CANISTER AWAY FROM DIRECT SUNLIGHT
- \* DO NOT LEAVE CANISTERS IN VEHICLES

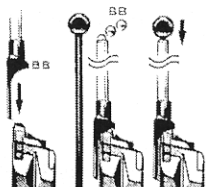


**NOTES:** IT IS NORMAL THAT YOU MAY EXPERIENCE MINOR LEAKING FROM CHARGING VALVE DURING CHARGING, DUE TO HIGH PRESSURE BUILT UP INSIDE MAGAZINE. IT IS RECOMMENDED TO KEEP GAS RELEASE VALVE SLIGHTLY OILED. IDEAL TEMPERATURE FOR SHOOTING IS ROOM TEMPERATURE.

**CAUTIONS:** YOU MAY EXPERIENCE A DELAY ACTION IF SURROUNDING TEMPERATURE DROPS BELOW 68 °F. REMEMBER, DO NOT EXPOSE MAGAZINE DIRECTLY UNDER THE SUN OR INCINERATE THE MAGAZINE, IT MAY CAUSE BURSTING. IT IS STRONGLY RECOMMENDED TO EMPTY GAS FROM MAGAZINE AFTER SHOOTING. BE SURE TO AVOID DIRECT GAS CONTACT WITH EYES OR SKIN WHEN GAS IS BEING RELEASED, IT MAY CAUSE FROSTBITE.

# OPERATION - II

## [2] LOADING BB'S

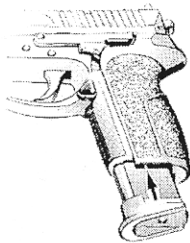


- 1- PLACE LOADER PIPE ONTO LOADER FUNNEL
- 2- PLACE FUNNEL ON TOP OF MAGAZINE LIP
- 3- POUR BB'S ONTO LOADER PIPE ~ APPROXIMATE 26 ROUNDS
- 4- USE LOADER ROD TO PUSH BB'S DOWN INTO MAGAZINE
- 5- MAKE SURE TO HAVE A 3MM CLEARANCE BETWEEN BB'S AND TOP LIP OF MAGAZINE

**NOTE:** ALWAYS USE KWA ULTRA PREMIUM BB 0.2 ~ 0.25G. USING ONLY KWA'S ULTRA PREMIUM BB'S CAN GIVE THE AIR SPORTS GUN ITS BEST PERFORMANCE. USING IMPROPER AND LOW GRADE BB'S MAY DAMAGE THE GUN.

**CAUTION:** ALWAYS KEEP "SAFETY" ON WHEN LOADING BB'S AND KEEP FINGERS AWAY FROM TRIGGER UNTIL YOU ARE READY TO SHOOT.

### [3] *LOADING MAGAZINE*

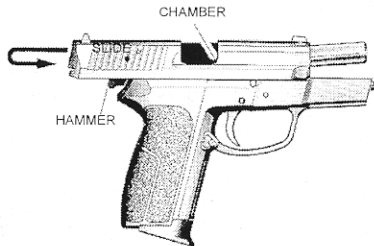


- 1- PLACE MAGAZINE BACK INTO MAGAZINE WELL
- 2- PUSH UP MAGAZINE UNTIL IT CLICKS INTO LOCKED POSITION.
- 3- PULL MAGAZINE DOWN TO ASSURE THAT IT HAS BEEN LOCKED IN PLACE.

**NOTE: OVERLOADING BB'S IN THE MAGAZINE MAY CAUSE JAMMING AND DAMAGE THE GUN WHEN LOADING. MAKE SURE TO CHECK FOR 3MM CLEARANCE BETWEEN FOLLOWER AND MAGAZINE LIP..**

### [4] *COCKING*

PULL THE SLIDE TO THE REARMOST POSITION AND RELEASE. THIS WILL AUTOMATICALLY LOAD THE FIRST BB'S INTO THE CHAMBER. HAMMER WILL BE IN COCKED POSITION. THE PISTOL IS NOW IN A SINGLE ACTION MODE. MAKE SURE NOT TO SKIP THIS COCKING PROCEDURE. SKIPPING THIS WILL CAUSE A MISFIRE ON THE FIRST PULL OF THE TRIGGER.

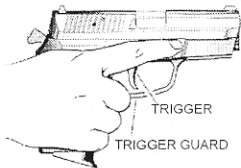
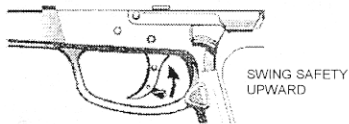
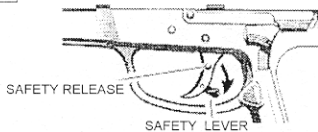
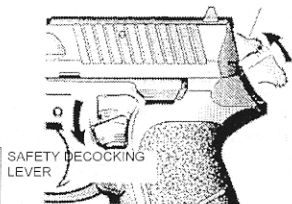


### [5] *SAFETY*

**CAUTION! MAKE SURE TO HAVE SAFETY ENGAGED "ON" AT ALL TIMES WHEN NOT IN A SHOOTING POSITION.**

- ⇒ ALWAYS LOWER THE HAMMER BY PRESSING THE SAFETY-DECOCKING LEVER DOWNWARD

SAFETY RELEASE BUTTON IS LOCATED ON THE TRIGGER. BY PRESSING SAFETY RELEASE BUTTON, THE SAFETY LEVER WILL DROP DOWN. THE SAFETY IS NOW ENGAGED "ON". SAFETY IS "OFF" BY SWINGING SAFETY LEVER UPWARD AND LOCKING IT INTO THE TRIGGER DEVICE.



**SAFETY CAUTION! ALWAYS KEEP FINGER OFF THE TRIGGER UNTIL READY TO FIRE. MAKE SURE THE MUZZLE IS POINTING IN A SAFE DIRECTION.**

**NOTE: FOR ABSOLUTE ASSURANCE AGAINST ACCIDENTAL DISCHARGE DUE TO INADVERTENT TRIGGER PULL, KEEP THE MANUAL SAFETY ENGAGED "ON" DURING LOADING OR UNLOADING.**

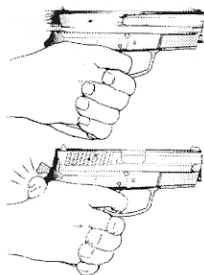
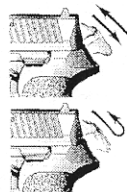
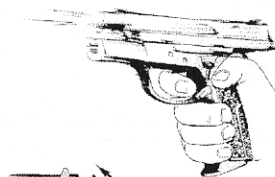
# OPERATION - III

## [6] SHOOTING

RELEASE SAFETY AND PULL ON TRIGGER. THE BLOW BACK ACTION WILL LOAD THE FOLLOWING BB'S AUTOMATICALLY INTO THE CHAMBER AS THE SLIDE CYCLES BACK AND FORTH.

### SINGLE / DOUBLE ACTION MODE:

AFTER CHAMBERING THE FIRST BB BY PULLING THE SLIDE TO THE REARMOST POSITION AND RELEASING IT, THE PISTOL IS READY TO SHOOT AND IS IN SINGLE ACTION MODE. THROUGH APPROPRIATE HAMMER SAFETY-DECOCKING, YOU CAN FIRE THE CHAMBERED BB FROM THE HAMMER'S AT-REST POSITION, THE PISTOL IS IN A DOUBLE ACTION MODE. THIS ALSO INSURES THE SAFETY ADVANTAGE OF TRIGGER PULL REPEAT IN CASE OF MISFIRE.



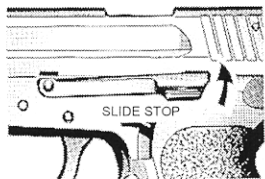
**CAUTION:** MAKE SURE YOUR SHOOTING DIRECTION IS CLEAR OF OBSTACLES BEFORE YOU SHOOT.

GRASP PISTOL IN YOUR HAND FIRMLY. A TWO HAND HOLD WITH ONE HAND WRAPPED AROUND THE OTHER WILL HELP IN CONTROLLING THE PISTOL.

**WARNING:** NEVER SHOOT GUN IN A HORIZONTAL OR UPSIDE DOWN POSITION.

**WARNING:** IT IS RECOMMENDED TO WEAR EYE PROTECTION AT ALL TIMES. BB'S MAY BOUNCE OFF HARD SURFACES (RICOCHET). ALWAYS POINT GUN IN A SAFE DIRECTION.

## [7] OPEN CHAM-

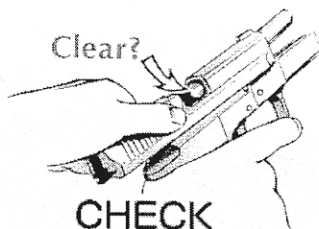


AFTER THE LAST BB HAS BEEN FIRED AND EJECTED, THE SLIDE IS AUTOMATICALLY HELD OPEN BY THE SLIDE STOP. TO SHOOT AGAIN, REMOVE EMPTY MAGAZINE AND INSERT A LOADED MAGAZINE. PRESS THE SLIDE STOP, THE FIRST BB WILL BE LOADED INTO CHAMBER AND THE SLIDE WILL CLOSE. YOU ARE NOW READY TO SHOOT AGAIN.

**NOTE:** IT IS IMPORTANT TO TREAT YOUR GUN AS THOUGH IT IS LOADED, EVEN IF THE SLIDE REMAINS OPEN.

## [8] AFTER SHOOTING

REMOVE MAGAZINE FIRST AND VISUALLY INSPECT THE OPEN CHAMBER TO CHECK WHETHER THE MAGAZINE WELL AND CHAMBER ARE CLEAR OF BB'S. WHEN BOTH MAGAZINE WELL AND CHAMBER ARE CLEAR, ENGAGE SAFETY SWITCH.



# HOP-UP MECHANISM



## HOP UP SYSTEM

"HOP UP" SYSTEM IS ONE OF THE STANDARD FEATURES THAT *KWA* GAS BLOW BACK AIR SPORTS GUNS HAVE. THE DESIGN OF HOP UP SYSTEM IS TO PLACE A BALL BEARING BETWEEN CHAMBER WALLS. BY ADDING OR REDUCING PRESSURE ON THE BALL BEARING, IT CONTROLS BACKSPIN OF THE BB AND GIVES IT GREATER STABILITY WHEN IT TRAVELS IN THE AIR, AND ALSO MAKES IT FLY FURTHER WITH GREATER ACCURACY. THE HOP UP SYSTEM DOES NOT ADD POWER TO THE GUN, IT IMPROVES STABILITY AND ACCURACY. (IT IS RECOMMENDED BY *KWA* THAT 0.2 ~ 0.25g BB'S, RATHER THAN 0.11g, ARE USED WITH THE HOP UP SYSTEM)



## HOP UP SYSTEM ADJUSTMENT

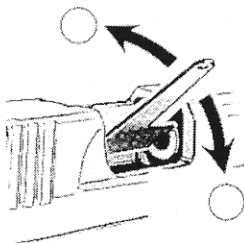
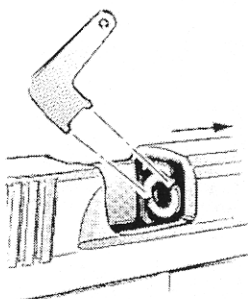
BEFORE MAKING ANY ADJUSTMENTS, MAKE SURE YOU HAVE SUFFICIENT GAS PRESSURE INSIDE MAGAZINE. CHAMBER SHOULD BE SLIGHTLY OILED. YOU WILL REQUIRE AT LEAST 65 FEET CLEARANCE WHEN MAKING THE ADJUSTMENT.

**1** TEST FIRE GUN FOR 10 ~ 20 ROUNDS AND OBSERVE THE BB TRAVELING PATTERN.

**2** OPEN SLIDE, PLACE ADJUSTING TOOL INTO SLOTTED CHAMBER RING. TURN ADJUSTING RING 1/4 INCH AT A TIME.

**3** TURN RING COUNTER CLOCKWISE IF BB'S GO DOWNWARD. TURN RING CLOCKWISE IF BB'S GOES UPWARD.

**4** ADJUST → TEST FIRE → ADJUST  
REPEAT THE PROCEDURES UNTIL YOU FIND THE PROPER TRAJECTORY



**KWA**

# M2340











*Air Sports Gun*

FOR AGE 18 AND OLDER

*SEMI-AUTOMATIC COMBATAIR PISTOL*



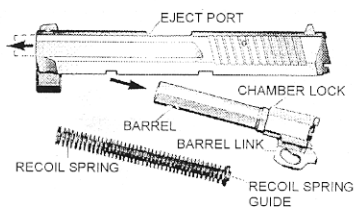
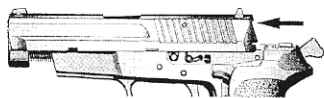
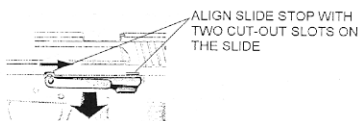
## ★ ADJUSTMENT POINT

HOP UP EFFECTIVENESS	BB TRAJECTORY PATTERN		ADJUSTMENTS
NOT EFFECTIVE		BB DROPS FREELY	 TURN KNOB TO LEFT
SLIGHTLY		BB TRAVELS AT SHORT TRAJECTORY PATH	 TURN KNOB SLIGHTLY TO LEFT
PROPERLY		BB TRAVELS DISTANCE AT FLAT TRAJECTORY PATH	 NO ADJUSTMENT MADE
OVERLY		BB TRAVELS FLAT IN SHORT DISTANCE, THEN GOES UP IN CURVE AND DROPS FREELY	 TURN KNOB SLIGHTLY TO RIGHT
EXTREMELY EFFECTIVE		BB TRAVELS AT UNSTABLE SPEED AND IRREGULAR PATH	 TURN KNOB TO RIGHT

## ★ HOP UP ONE POINT CLINIC

PHENOMENON	POSSIBLE CAUSE	SOLUTIONS
HOP UP OVER-ADJUSTED	HOP OVERLY EFFECTIVE BB TOO LIGHT	ADJUST RING TO RIGHT USE KWA ULTRA PREMIUM BB 0.2~0.25G BB
HOP UP SCATTER	HOP EFFICIENCY TOO WEAK BB	TURN ADJUSTMENT RING TO LEFT USE KWA ULTRA PREMIUM BB 0.2~0.25G BB
CAN NOT START HOP UP	RUBBER CHAMBER REDUCED BY OIL IN RUBBER CHAMBER BB DO NOT TURN TO RUBBER CHAMBER UNDERSIZE BB HOP NOT TAKING EFFECT	EXCHANGE FOR NEW PART FRICTION USE COTTON SWAB TO WIPE OUT OIL USE KWA ULTRA PREMIUM BB 0.2 ~ 0.25G USE KWA ULTRA PREMIUM BB 0.2 ~ 0.25G ADJUST RING TO LEFT
CAN NOT ADJUST HOP UP	RUBBER CHAMBER REDUCED BY FRICTION FRICTION OR DAMAGE RELATED PARTS (ACCESSORIES) LOOSENESS OF INNER BARREL HOP OVER EFFECTIVE	EXCHANGE FOR NEW PART EXCHANGE FOR NEW PART INSERT TIGHTLY INTO RUBBER CHAMBER ADJUST RING TO RIGHT
BBS DO NOT EXIT BARREL	RUBBER CHAMBER REDUCED BY FRICTION STAINS INSIDE THE GUN BODY	EXCHANGE FOR NEW PARTS CLEANING INNER BARREL WITH COTTON SWAB
BULLETS OVER LOADED	WRONG SIZE BB HOP OVERLY EFFECTIVE STAIN IN RUBBER CHAMBER	USE KWA ULTRA PREMIUM BB 0.2 ~ 0.25G ADJUST RING TO RIGHT CLEAN WITH COTTON SWAB
HOP UP EFFECT WEAKENED BY ITSELF	LOW GAS PRESSURE/ MAGAZINE GETS TOO COLD USING TOO MUCH OIL DURING MAINTENANCE	RETURN MAGAZINE AND GAS TO ROOM TEMPERATURE SHOOT TO BLOW OFF OIL INSIDE RUBBER CHAMBER AND PISTON, THEN CLEAN INNER BARREL

# DISASSEMBLY

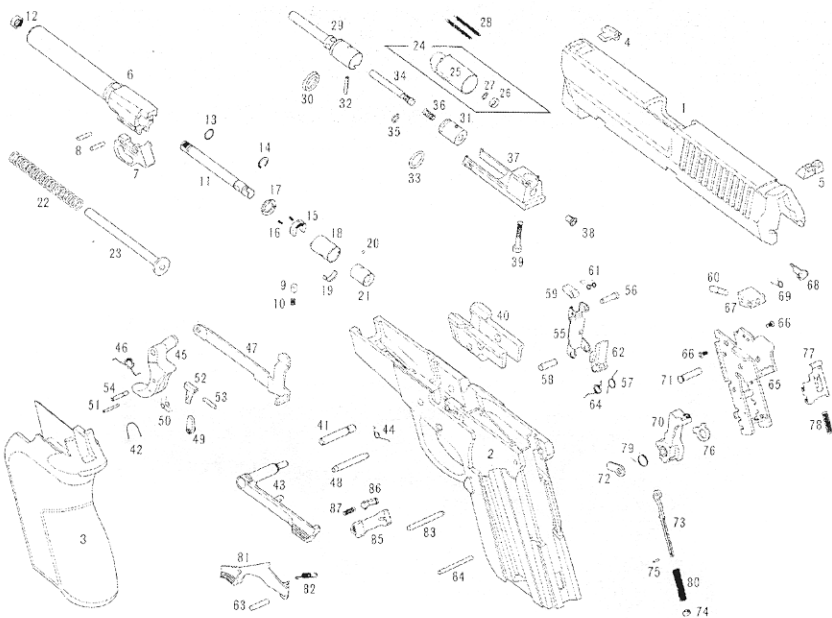


1. IT IS NOT RECOMMENDED TO DISASSEMBLE THE GUN UNLESS YOU HAVE A BB JAMMED INSIDE OF BARREL OR FOR MAINTENANCE PURPOSES ONLY.
  - REMOVE MAGAZINE
  - CHECK AND CLEAR CHAMBER FROM ANY BB'S
2. PULL SLIDE TO THE REAR AND ALIGN THE TWO CUT-OUT SLOTS WITH THE SLIDE STOP
3. REMOVE THE SLIDE STOP BY PRESSING IT ON THE REVERSE SIDE OF THE SLIDE.
4. PULL THE SLIDE/BARREL ASSEMBLY FORWARD OFF THE FRAME
5. REMOVE RECOIL SPRING AND RECOIL SPRING GUIDE
6. REMOVE BARREL BY PUSHING THE BARREL FORWARD UNTIL IT CLEARS THE PISTON AND PULL IT OUT OF SLIDE

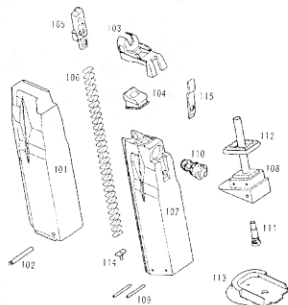
## REASSEMBLY:

- PLACE BARREL INTO SLIDE AND PULL IT BACK UNTIL IT RESTS AGAINST THE PISTON
- PLACE RECOIL SPRING GUIDE AND RECOIL SPRING ASSEMBLY BACK. MAKE SURE THE RECOIL SPRING GUIDE IS RESTING AGAINST THE CUT-OUT OF BARREL LINK.
- PUSH THE BARREL / SLIDE ASSEMBLY ONTO THE FRAME RAILS
- HOLD BACK THE SLIDE AND ALIGN THE SLIDE STOP WITH TWO SLOTS ON THE SLIDE
- INSTALL THE SLIDE STOP
- PUSH IN SLIDE STOP UNTIL IT CLICKS AND LOCKS INTO POSITION
- CYCLE THE SLIDE TO ASSURE PROPER REASSEMBLY BEFORE SHOOTING

# PARTS LIST



- |     |                         |     |                        |
|-----|-------------------------|-----|------------------------|
| 1.  | SLIDE                   | 46. | TRIGGER SPRING         |
| 2.  | FRAME                   | 47. | TRIGGER BAR            |
| 3.  | GRIP                    | 48. | TRIGGER PIN            |
| 4.  | FRONT SIGHT             | 49. | SAFETY LEVER           |
| 5.  | FIXED REAR SIGHT        | 50. | SAFETY SPRING          |
| 6.  | OUTER BARREL            | 51. | SAFETY PIN             |
| 7.  | BARREL LINK             | 52. | SAFETY LOCK            |
| 8.  | BARREL LINK PIN         | 53. | SAFETY LOCK PIN        |
| 9.  | BARREL KNOCK OUT PIN    | 54. | SAFETY RELEASE         |
| 10. | BARREL KNOCK OUT SPRING | 55. | IMPACT FRAME           |
| 11. | INNER BARREL            | 56. | IMPACT FRAME PIN       |
| 12. | INNER BARREL NUT        | 57. | IMPACT FRAME SPRING    |
| 13. | INNER BARREL O-RING     | 58. | IMPACT FRAME SLEEVE    |
| 14. | INNER BARREL E-RING     | 59. | IMPACT HAMMER          |
| 15. | INNER BARREL CLIP       | 60. | IMPACT HAMMER PIN      |
| 16. | CLIP SPRING X 2         | 61. | IMPACT HAMMER SPRING   |
| 17. | CLIP SPRING BUSHING     | 62. | SEAR                   |
| 18. | ADJUSTMENT RING         | 63. | SEAR PIN               |
| 19. | ADJUSTMENT RING COVER   | 64. | SEAR SPRING            |
| 20. | ADJUSTMENT BOLT         | 65. | HAMMER BOX             |
| 21. | CHAMBER                 | 66. | HAMMER BOX SCREW X 2   |
| 22. | RECOIL SPRING           | 67. | HAMMER BOX BLOCK       |
| 23. | RECOIL SPRING GUIDE     | 68. | LOCK LEVER             |
| 24. | CYLINDER SET            | 69. | LOCK LEVER SPRING      |
| 25. | CYLINDER                | 70. | HAMMER                 |
| 26. | CLINDER COVER           | 71. | HAMMER PIN             |
| 27. | CLINDER COVER O-RING    | 72. | HAMMER LEVER           |
| 28. | CYLINDER SPRING X 2     | 73. | HAMMER STRIKER         |
| 29. | PISTON                  | 74. | HAMMER STRIKER BUSHING |
| 30. | PISTON RING             | 75. | HAMMER STRIKER PIN     |
| 31. | PISTON END              | 76. | TRIGGER BAR RING       |
| 32. | PISTON PIN              | 77. | TRIGGER BAR PUSHER     |
| 33. | PISTON O-RING           | 78. | TRIGGER BAR SPRING     |
| 34. | INNER PISTON            | 79. | RESET SPRING           |
| 35. | INNER PISTON O-RING     | 80. | MAIN SPRING            |
| 36. | INNER PISTON SPRING     | 81. | DECOCKING LEVER        |
| 37. | BREACH                  | 82. | DECOCKING LEVER SPRING |
| 38. | BREACH SCREW            | 83. | UPPER HAMMER BOX PIN   |
| 39. | BREACH FIXED SCREW      | 84. | LOWER HAMMER BOX PIN   |
| 40. | INNER ALUMINUM FRAME    | 85. | MAGAZINE CATCH         |
| 41. | INNER FRAME PIN         | 86. | MAGAZINE CATCH LOCK    |
| 42. | ACTION SPRING           | 87. | MAGAZINE CATCH SPRING  |
| 43. | SLIDE CATCH             |     |                        |
| 44. | SLIDE CATCH SPRING      |     |                        |
| 45. | TRIGGER                 |     |                        |



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|------|--------------------------|
| 101. | CASE                     |
| 102. | CASE PIN                 |
| 103. | MAGAZINE LIP             |
| 104. | NOZZLE LEVER             |
| 105. | MAGAZINE FOLLOWER SET    |
| 106. | MAGAZINE FOLLOWER SPRING |
| 107. | MAGAZINE INNER CASE      |
| 108. | MAGAZINE INNER BASE      |
| 109. | MAGAZINE INNER BASE PIN  |
| 110. | RELEASE VALVE            |
| 111. | CHARGE VALVE             |
| 112. | MAGAZINE SEAL            |
| 113. | MAGAZINE BASE            |
| 114. | BOTTOM STOPPER           |
| 115. | VALVE PLATE              |