



Your air system uses a Redline Airsoft SFR (Super Fast Refresh) low pressure regulator. The Redline SFR is a fully balanced regulator that has an extremely fast refresh/recharge rate and response time. It can accept input pressures up to 900 PSI.

Adjusting the Redline SFR regulator:

The regulator is sensitive, when adjusting do not over adjust!
Shoot the gun several times after any adjustment to the regulator to allow the velocity to stabilize!

Decrease output:

Using a 3/16 allen wrench turn the adjuster counter clockwise to decrease the pressure.
(The regulator will not self relieve, you must shoot the gun after you adjust the reg to allow the pressure to decrease!)

Increase output:

Using a 3/16 allen wrench turn the adjuster clockwise to increase the pressure.

Safety systems:

This air system features an over pressure safety system.
There is a high flow relief valve mounted on the regulator. The valve will begin to vent at approximately 140 PSI and fully open at 150 PSI. This prevents a system over pressure in the event of either a regulator malfunction or an accidental operator over-adjustment of the regulator

Lubrication:

This regulator is designed to use Tech-T Gun Sav. This is the same lube used on your HPA Engine. Some lubes can swell the o-rings, so it is important to always use a non petroleum based lubricant. We recommended you disassemble and grease the regulator once or twice a year under normal use.

ASA:

The Redline SFR air system comes with our Redline High Performance ASA. The High performance ASA is fully rebuildable and features a removable on/off knob that doubles as a HPA tank thread saver.

Good Practices:

Whenever you first pressurize your air system, it is recommended that you have the airline disconnected from the HPA Engine. Check the output pressure gauge on the regulator and be sure it is holding steady somewhere below 120 PSI before connecting the hose to the Engine.

High pressure air is a very stable power source. Once the regulator is broken in and guns velocity is set there should be very little need to adjust the regulator during the course of the day. If the gun seems to be losing velocity or "acting funny" in any way always check your HPA tank pressure and refill your HPA tank **before** adjusting the regulator!

Warning!!

Never use your regulator with the adjuster cap off! With the cap off the velocity adjuster can be adjusted out too far and shoot out under pressure!

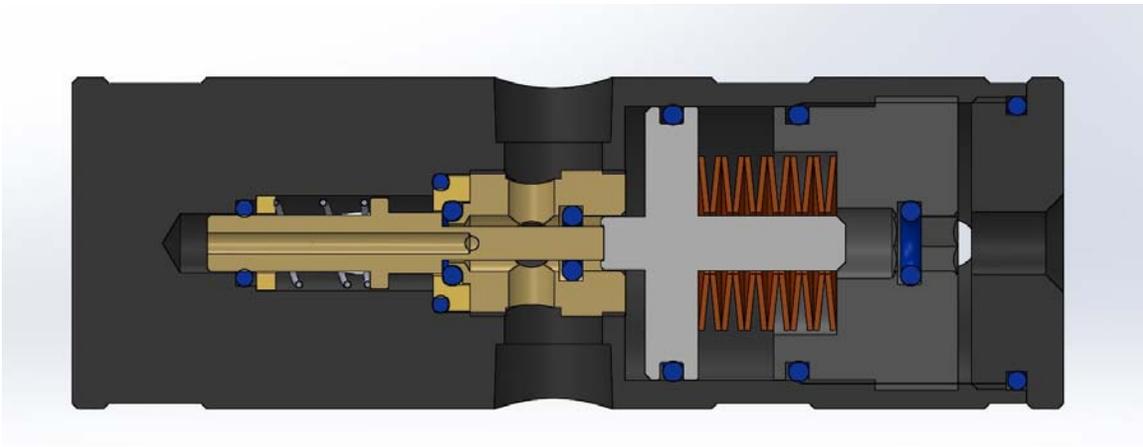


Fig 1

Integrated Tournament lock:

To use the Tournament lock have the chronograph official insert a wire tie through the 2 holes in the end of the regulator and over the adjuster cap. This will block off access to the adjuster and secure the cap to the regulator.

Parts list

ITEM NO.	DESCRIPTION	QTY.
1	Body	1
2	O-Ring M4.5 X 1.5	1
3	Spring Seat	1
4	Spring Pin	1
5	Pin	1
6	O-Ring M9 X 1.5	1
7	Bottom Seat	1
8	O-Ring 007 Urethane	1
9	Top Seat	1
10	Piston	1
11	Spring Stack	12
12	Adjuster	1
13	Cap	1
14	O-Ring 019	3
15	O-Ring 006	1
16	O-Ring 007	1

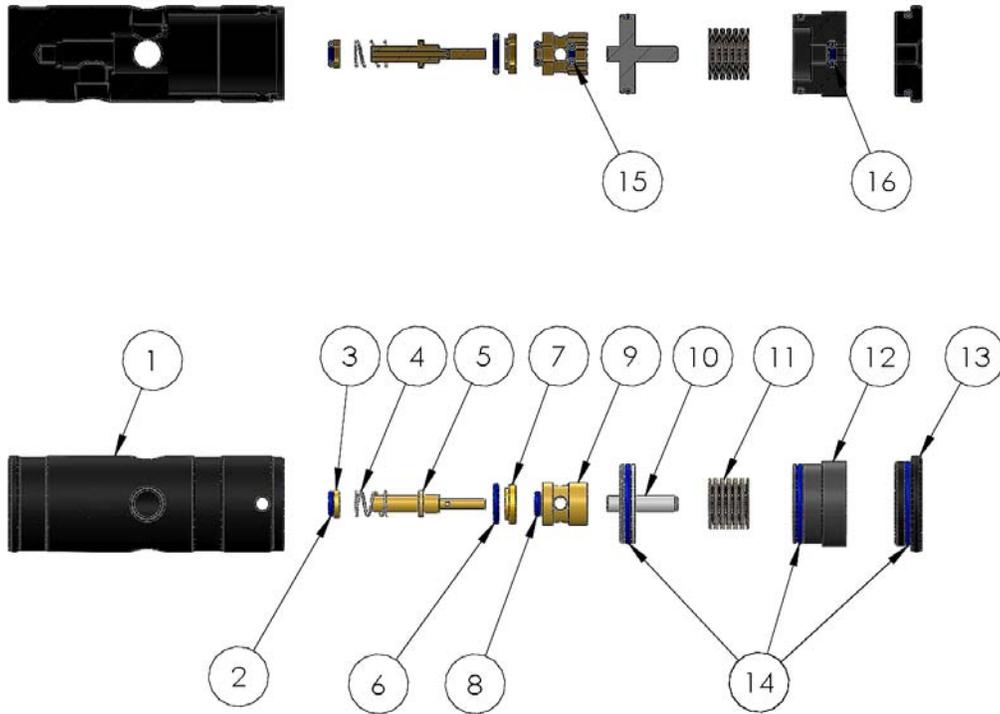


Fig 2

Disassembling & lubing your SFR Regulator:

Before disassembling the regulator remove the regulator assembly from the air tank. Vent any residual pressure in the regulator by partially attaching the hose into the quick disconnect until the output pressure gauge shows 0 PSI.

Do not attempt to disassemble the regulator with the system still pressurized!

Unscrew and remove the adjuster cap.

Using a 3/16in Allen wrench remove the velocity adjuster.

Remove the disc springs from the piston shaft.

Install the gun end fitting into the quick connect. This will break the vacuum on the inside of the regulator and allow you to remove the piston. (#10)

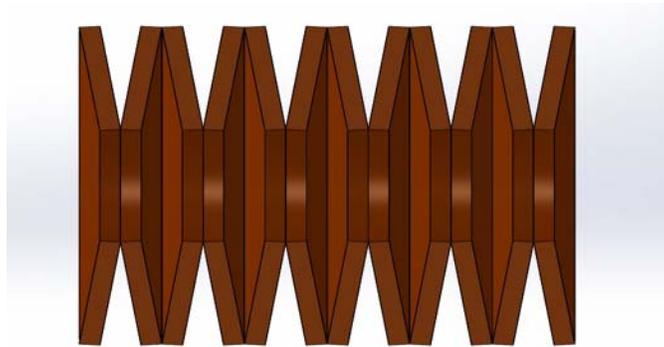


Fig 3

Apply a liberal amount of Tech-T Gun Sav to the piston oring.

Reinstall the piston into the regulator body. Reinstall the spring stack on to the piston shaft.

Be sure the spring stack is correctly installed on the piston. Poor performance will result if the springs are installed incorrectly. Please refer to the spring stacks in fig1 and fig 3 for proper spring stack alignment. There should be 5 opposing pairs of spring disks and a single spring on top and bottom of the stack. Reinstall the velocity adjuster and end cap.