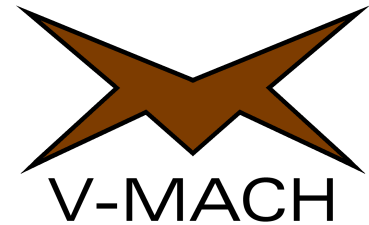


V-Mach Custom Rifles Limited

PO Box 4582, Stourbridge, West Midlands, United Kingdom, DY8 3WT
Telephone: +44 (0)7850 296360 Email: v-mach@air-rifle-tuning.com



HW77/97

12 ft lbs (16.2 Joules) / High Power (Standard Stroke)

V-Glide Tuning Kit Fitting Instructions

Disclaimer

Thank you for purchasing one of our specialised tuning kits. The components supplied are of the same high quality as those fitted to our tuned and custom rifles. Whilst every effort is made to ensure optimum performance is achieved when fitted, it is possible, due to manufacturers' tolerances, internal finish and possible action faults, that power levels and cocking and firing cycles will vary.

The tuning kit supplied is comprehensive, replacing all of the internal factory components with redesigned custom components. The piston and compression chamber units are already pre-lubricated, as is the spring and guide tube arrangement. Therefore additional lubrication is only required on the outside of the compression chamber and piston skirt, and the inside of the action's body.

The components are assembled and balanced to generate 11+ ft for the make, model and calibre of rifle specified. We strongly advise that, after fitting, the rifle should be chronographed to ensure that it is operating safely within the UK limit of 12 ft lbs. Pre-compression washers and a nylon spring guide spacer are supplied to adjust the power level if required.

Use the oil and grease supplied very sparingly and never in front of the piston seal. Damage caused by incorrect or excessive lubrication cannot be deemed as our responsibility.

We recommend that, if possible, tuning kits should be fitted by a competent gunsmith. We do not accept any responsibility for personal injury or rifle damage incurred whilst fitting any of our kits or components.

If you experience any difficulties in fitting the kit, please contact us.

Pre-Fitting Checks

- Please read the fitting instructions and disclaimer thoroughly.
- Ensure that you have the correct kit and that it is nominated in the correct calibre for your rifle.

Fitting

- 1 Check that the rifle is uncocked and unloaded.
- 2 Remove the stock screws (trigger guard and forend) and lift off stock.
- 3 Remove the large bolt forward of the trigger unit (this applies to later model 77 and 97 only).

- 4 Tap out the trigger retaining pins, front and rear, and remove trigger unit, safety catch and spring.
- 5 To unscrew trigger block (which is usually very firm) insert a well fitting steel or brass block into the trigger housing slot and strike sharply anti-clockwise with a small/medium hammer. It is important not to damage the internal slot, which houses the delicate trigger mechanism. It is acceptable to pad the outside of the block with cloth if it is not a good fit, or you feel that it may mark/damage the slot itself. Once the trigger block is hand tight, continue to unscrew and remove with the aid of a spring compressor.
- 6 Tap out the pivot pin near the breech and remove cocking lever complete with linkage and lift off anti-bear trap.
- 7 Remove all internal components and degrease the action body thoroughly and dry.
- 8 Ensure the piston rod passes without friction through the hole in the trigger housing before assembly.
- 9 Lightly grease the outside of the compression chamber and refit to the action.
- 10 With the piston in the fully forward position, apply the grease supplied behind the piston directly into the compression chamber. This can be applied quite liberally.
- 11 Assemble beartrap, 12 ft lbs only (minus bolt plug) and refit cocking lever (grease around pivots).
- 12 Lightly coat the outside of the mainspring (guides x 2 already fitted and lubricated) and reassemble the rifle completely. A spring compressor will not be required to fit the replacement mainspring as preload is greatly reduced over the factory mainspring.
- 13 Test fire: Should you encounter any difficulties or have any questions regarding the fitting of this kit, we are happy to advise.
- 14 The rifle should be chronographed using a selection of quality pellets to ensure that it does not exceed the legal limit of 12 ft lbs muzzle energy.
- 15 The nylon spacer supplied is designed to locate over the guide tube to add additional pre-compression if required to increase performance. The additional washers are designed to go inside the piston for the same reason. Do not add the spacer or additional washers until the rifle has been chronographed.

Fault Finding

Other than minor power adjustment and potential contact noise of the piston rod engaging the trigger housing block, there should be little to cause potential problems with this V-Glide Tuning Kit. If any problems do exist, please contact us for detailed fault finding.

PLEASE NOTE: Oil supplied is for external use only – eg pivot pins and safety catch. Do not insert oil into the rifle's barrel or compression chamber as "dieseling " will occur, which in turn will damage the piston seal and possibly the mainspring.

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