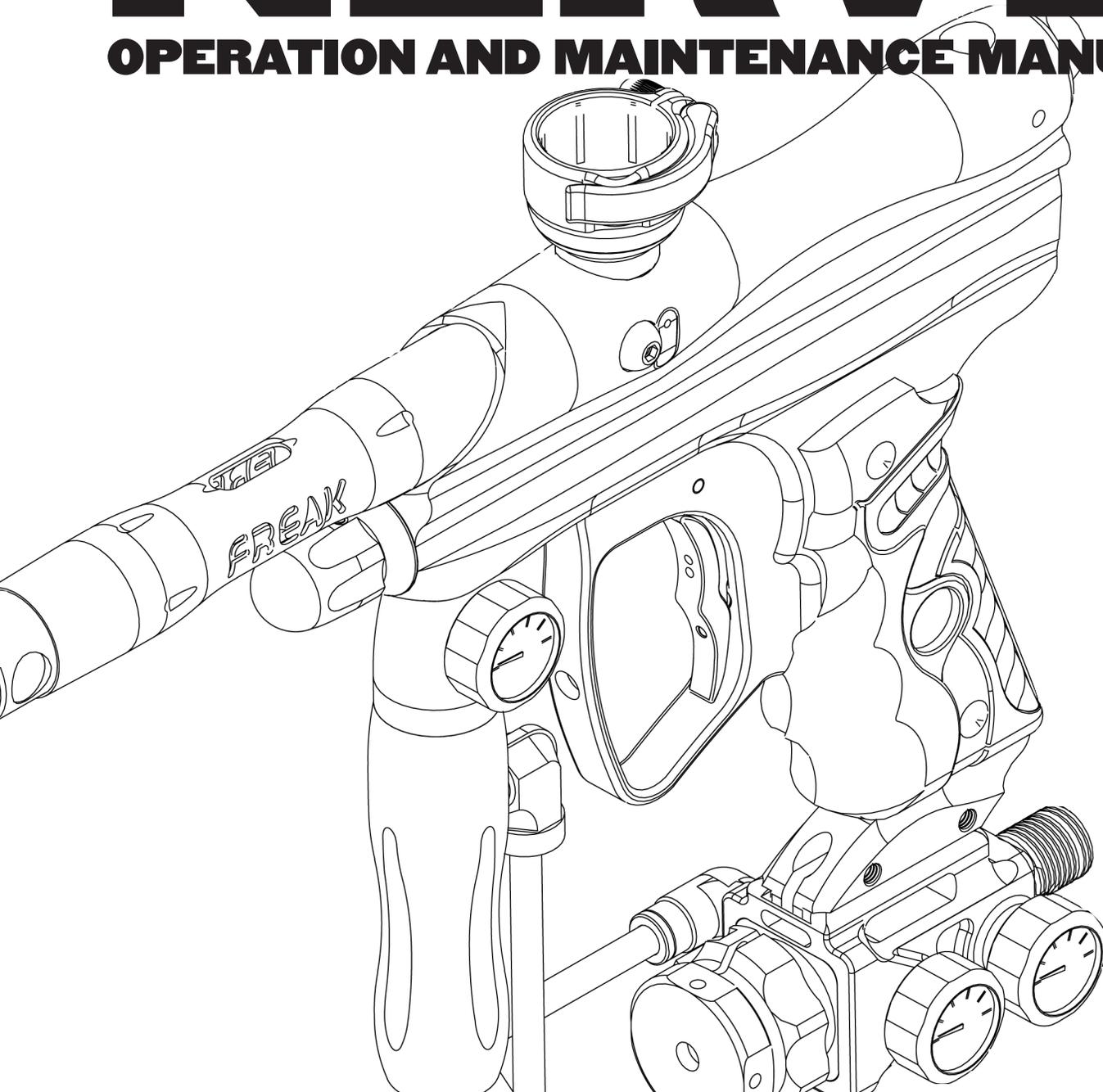


NERVE™

OPERATION AND MAINTENANCE MANUAL



SMART PARTS™



PLEASE READ ALL OPERATING INSTRUCTIONS BEFORE USING THE NERVE™ PAINTBALL MARKER

WARNING

This is not a toy. Misuse may cause serious injury or death. Eye protection designed specifically for paintball must be worn by user and persons within range. Recommend 18 years or older to purchase. Persons under 18 must have adult supervision. **READ OWNER'S MANUAL BEFORE USING.**

NERVE QUICK START

- 1.** Thread barrel onto the Nerve. Place barrel cover over barrel and secure on marker body.
- 2.** Air up marker slowly.
 - A.** If using a Max-Flo 4500 air system, slowly turn the on/off to the on position.
 - B.** If using a screw-in air system, first screw in the preset bottle. Then turn the on/off bottom line slowly to the on position.
- 3.** Flip open the cam lock mechanism on the Q-Lock feedport. Adjust the sizing nut to make the collar just slightly larger than the diameter of your hopper. Insert your hopper and lock down the cam.
- 4.** Push on/off button for approximately 2 seconds to turn the Nerve on. The Nerve is now on and in Vision. Tap once more to put the Nerve into eye off mode.
- 5.** Place paint into hopper, remove barrel cover, and chronograph the Nerve. Make any needed velocity changes by way of the vertical regulator for major adjustments and the LPR for minor adjustments.

OVERVIEW

Welcome to the Pinnacle of technology. Using every ounce of knowledge and capability gleaned from the Shocker and Impulse markers, plus the modernization of the Max-Flo family of regulators has brought you the Nerve. Superb reliability, unmatched paint delivery, and blistering rates of fire are all hallmarks of the Nerve, all contained in a tiny package. No expense has been spared. No option has been left out. Enjoy.

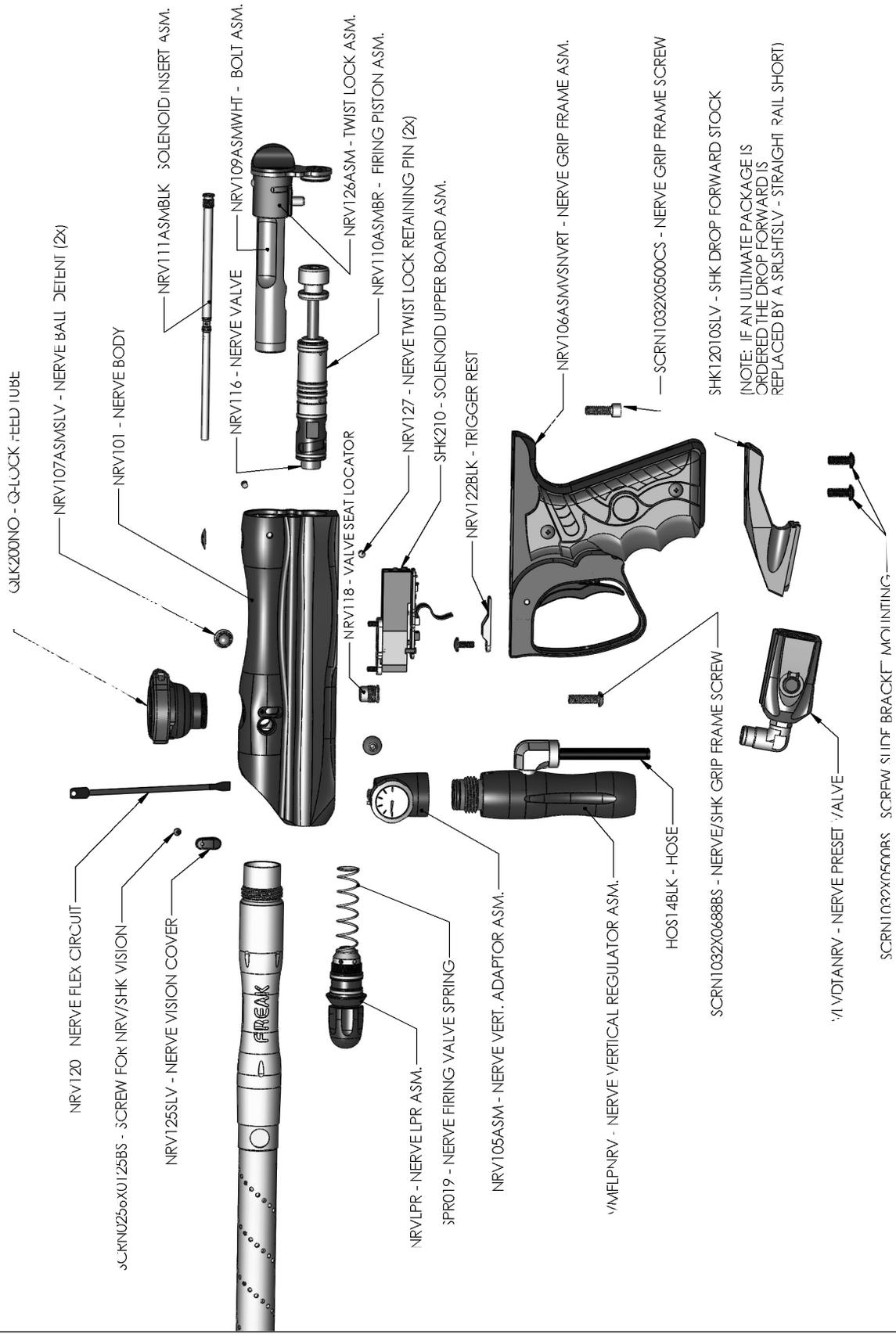
STATISTICS

Length/Height/Weight:	9 inches (without barrel) x 6.5 inches (body), 2 lbs. 2 oz.
Operating Pressure:	200-280 psi (average of 230psi)
Power Source:	Common 9 volt battery
Propellant:	Compressed Air/Nitrogen is recommended.
Rate of Fire:	25+ balls per second
Mode of Fire:	Semi automatic, Rebound rate of fire enhancement mode
Vision Ready:	Yes
Barrel Thread:	Impulse
Lubricant:	Use only Shocker Grease

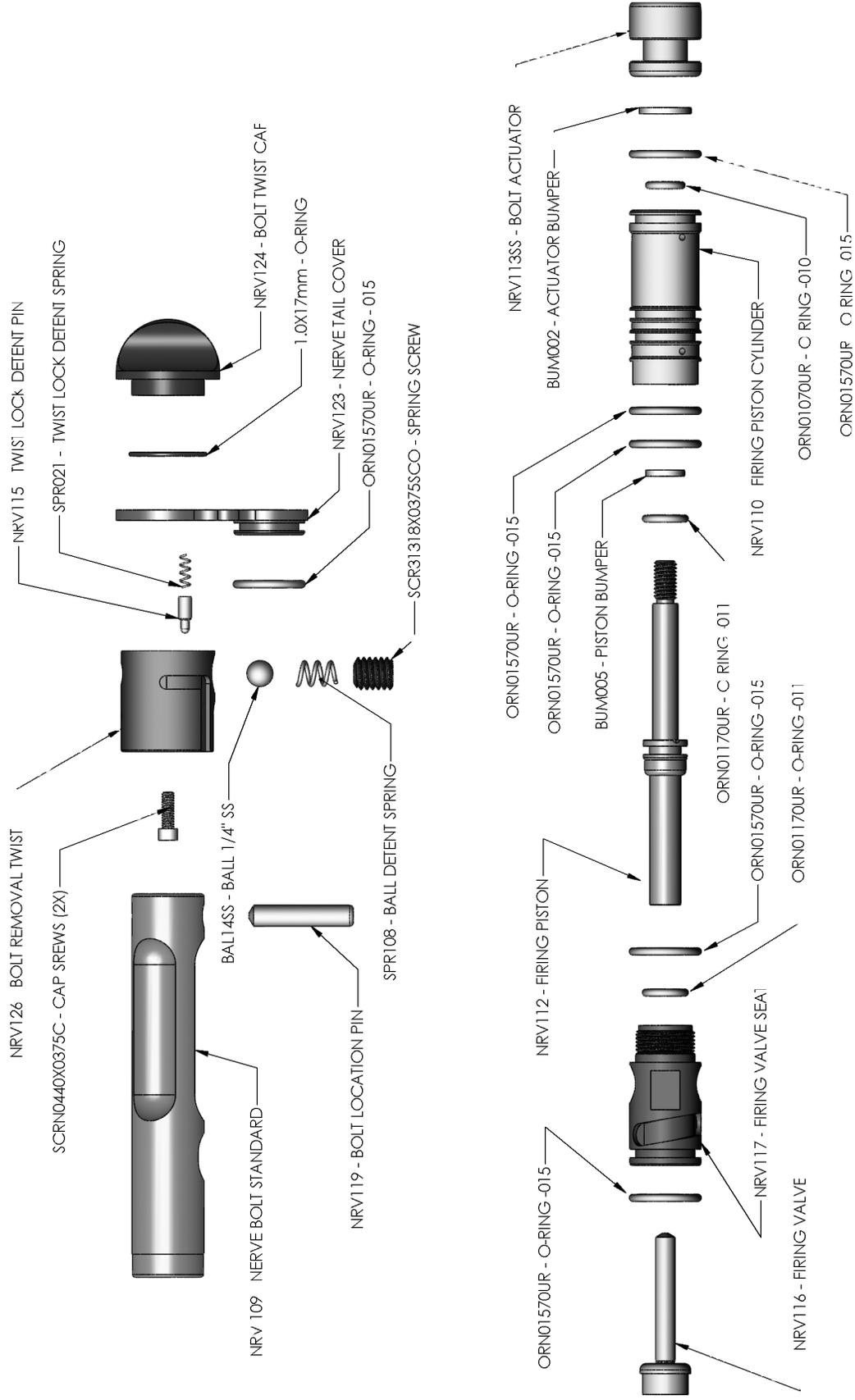
TOOLS NEEDED

Phillips screwdriver
Needle nose pliers
Shocker Grease
Dental Pick
Straight Shot Squeegee or length of 1/4" dowel rod
Allen wrenches: .050", 5/64", 3/32", 1/8", 5/32", 3/16", 7/32", 3/8"

NERVE ASSEMBLY DIAGRAM



.25 BOLT + HAMMER ASSEMBLY



DISASSEMBLY

- 1.** Remove all paintballs and loader. Completely degas marker and remove barrel.
- 2.** Make sure bolt is in the rearward position. If not, push into rearward position with squeegee. Rotate bolt knob one quarter turn in the clockwise direction, then pull straight back to remove bolt assembly.
- 3.** Remove LPR cap and internal spring, making sure that both LPR cap lock down screws are loosened far enough with a .050" Allen wrench to allow the cap to unthread freely. Set aside.
- 4.** Using a 3/8" Allen Wrench, remove the LPR body from the marker body and set aside. Turn marker body on end, allowing the main spring and cupseal to fall free from the body.
- 5.** Remove the Vision (left) side ball detent. Pass a .050" Allen Wrench through the hole in the Vision eye cover and remove cover and screw. NOTE: The Vision cover screw is positioned at a 15° upward angle.
- 6.** Remove both Vision (left) side grip screws, then carefully remove wiring harness from the lower circuit board. NOTE: BE CAREFUL TO REMOVE THE WIRING HARNESS BY PULLING THE HARNESS OUT BY THE PLUG, NOT BY TUGGING THE WIRES. Remove the grip frame using a 1/8" Allen wrench in the front and a 5/32" Allen wrench in the back. Pull grip frame free and set aside.
- 7.** Remove the Vision eye by lightly pushing down on the base of the eye (where the eye strip narrows) with a 1/8" Allen wrench until the eye pops free from its housing. Disconnect the opposite end of the eye from the upper circuit board located on the solenoid. Remove eye by slowly pulling straight up, perpendicular to the body.
- 8.** Looking at the bottom side of the marker body, remove the valve locator screw (located in front of the solenoid) with a 5/32" Allen wrench.
- 9.** The removal of the lower assembly can be accomplished one of two ways. NOTE: VISION EYE FLEX STRIP MUST BE REMOVED BEFORE DISASSEMBLING LOWER BODY.
 - a) Make sure the hammer is fully extended to the rear position. Then, remove the bolt from the bolt carriage. Reverse the bolt (so that the holes are facing you) and insert it at the same angle so that the pin goes in and rotates into its hammer slot. When the pin locks into the hammer, steadily pull the lower assembly out.
 - b) Using the swab end (without the cloth) of a Straight Shot Squeegee or a length of 3/8" dowel rod, steadily push the internals from the front to the rear of the body until the lower assembly comes out. NOTE: USE CAUTION AS NOT TO SCRATCH THE VALVE SEAT.

GENERAL MAINTENANCE

Clean the Nerve by wiping out both bores with a clean, damp cloth. Check to make sure that both ball detents are clean and properly functioning (they should spring back smoothly and crisply when depressed). Liberally grease the lower assembly o-rings and the hammer shaft.

NOTE: IT IS NOT NECESSARY TO LUBRICATE THE BOLT OR BOLT ACTUATOR (HAMMER HEAD). WIPE DOWN THE EXTERNAL SURFACES WITH A DAMP CLOTH. MAKE SURE BOLT IS CLEAN, BOTH EXTERNALLY AND INSIDE THE FLOW HOLES. For LPR and vertical Max-Flo upkeep, see Max-Flo and LPR sections contained in this manual.

REASSEMBLY

- 1.** To begin reassembly of the Nerve, reinsert the lower assembly from the rear, valve end first. Push slowly until the valve locator screw hole in the body and the valve location channel in the lower assembly line completely up. If the valve location channel is not 100% lined up, adjust it left to right so that it is, preventing binding or misalignment. Insert the valve locator screw and tighten down with a 5/32" Allen wrench. NOTE: BE ABSOLUTELY SURE THAT THE HOLE IN THE VALVE BODY POINTS UP WHEN INSTALLING IN THE MARKER BODY.
- 2.** Reinsert Vision eye strip through the hole located below the detent threaded hole. Replace the Vision eye cover and screw with a .050" Allen wrench. When threading in screw, be certain to only thread in far enough to hold the eye in place-do not tighten all the way down. Replace Vision side ball detent.
- 3.** Plug the Vision eye into the upper circuit board, silver teeth side facing towards the marker body.
- 4.** Feed the wiring harness through the top of the grip frame, then pull the harness straight through and into the battery area of the grip frame so that all slack is pulled into this area. Replace both grip frame screws, the front with a 1/8" Allen wrench first, then the rear with a 5/32" Allen wrench.
- 5.** Insert the wiring harness into the plug on the lower circuit board, making sure all wires are tucked in cleanly. Replace grip and grip screws.
- 6.** Place valve spring over the end of the cupseal. Then take the cupseal and insert shaft first through the front of the marker, into the firing piston, located in the dead center of the valve body.
- 7.** Place LPR body into the front of the marker body. Provide light pressure on the LPR body as you thread it in to the marker body with a 3/8" Allen wrench. Replace LPR spring and cap, making sure the cap is threaded on, but fits loosely. You will adjust it for pressure later.
- 8.** Make sure the bolt is sitting in the bolt carriage with the pin in the small corner of the bolt slot. (You should be able to hold the carriage and bolt vertically by the carriage and not have the bolt fall out).
- 9.** Replace the barrel, gas up the marker, and slowly turn the LPR cap in as you cycle the marker until the marker fires a shot reliably. Chronograph your Nerve, increasing LPR pressure steadily until you reach velocity. NOTE: YOU MUST CYCLE YOUR MARKER 5-10 SHOTS BETWEEN LPR ADJUSTMENTS TO REACH THE NEW PRESSURE/VELOCITY SETTING.

RESETTING VELOCITY

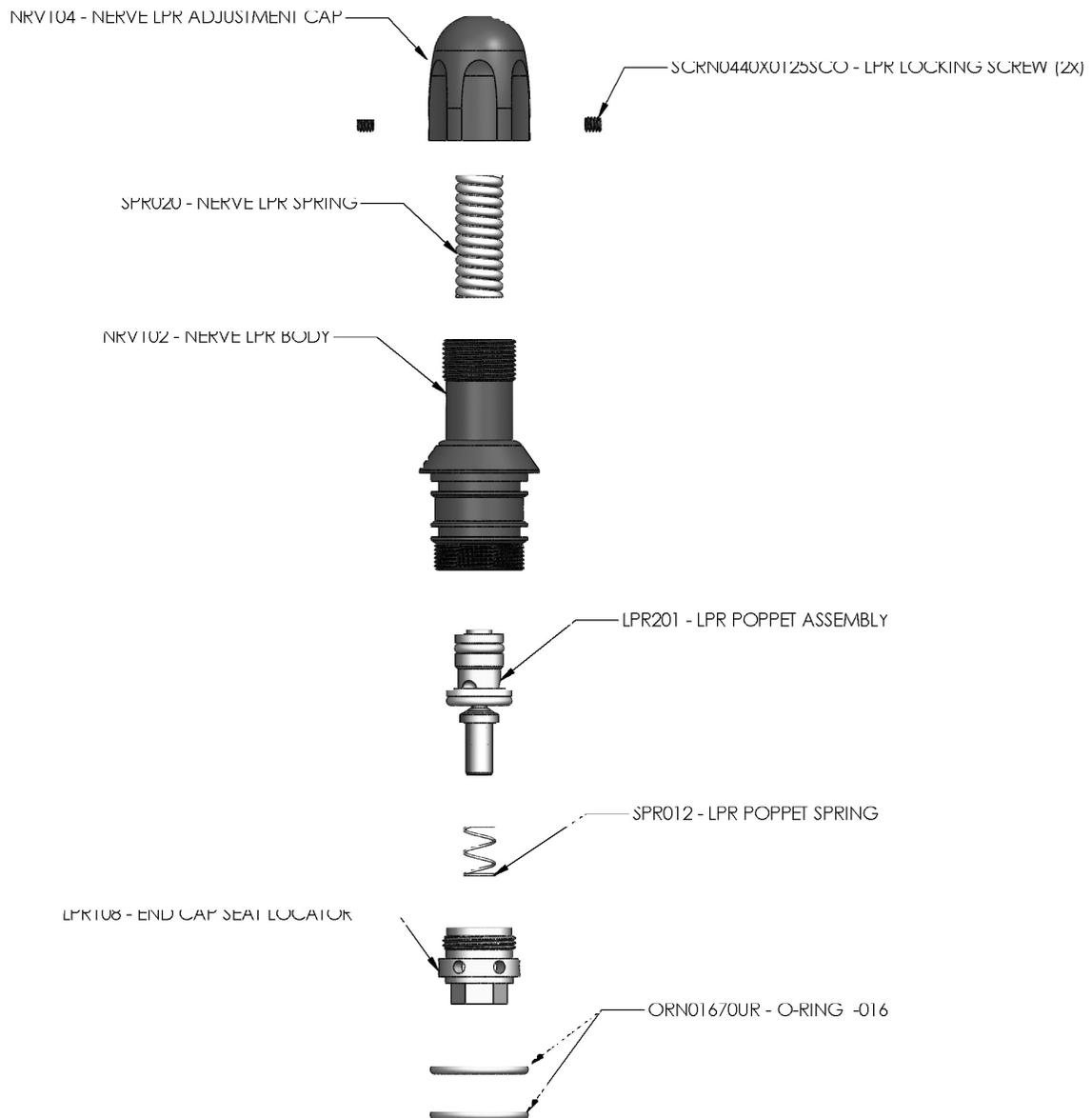
To reset the Nerve's velocity to its original factory settings:

- 1.** Set Dwell to 30 beeps from the bottom.
- 2.** Set vertical regulator pressure to 200-280 psi (with an average of 230psi), dependent on paint and barrel size.
- 3.** Increase LPR pressure by first unscrewing the LPR cap to the zero pressure point, then begin tightening the cap in until the marker begins to fire. Continue to tighten LPR cap until preferred velocity is reached.

LPR DISASSEMBLY / ASSEMBLY

1. Using both your 7/32" and 3/8" Allen wrenches, unthread the brass end piece from the main LPR body. Remove spring, seat, and piston/poppet.
2. To reassemble the LPR, first wipe down all parts then grease ONLY the piston o-ring, located around the brass piston. Insert into LPR body piston first, then spring. Snug down brass end cap.

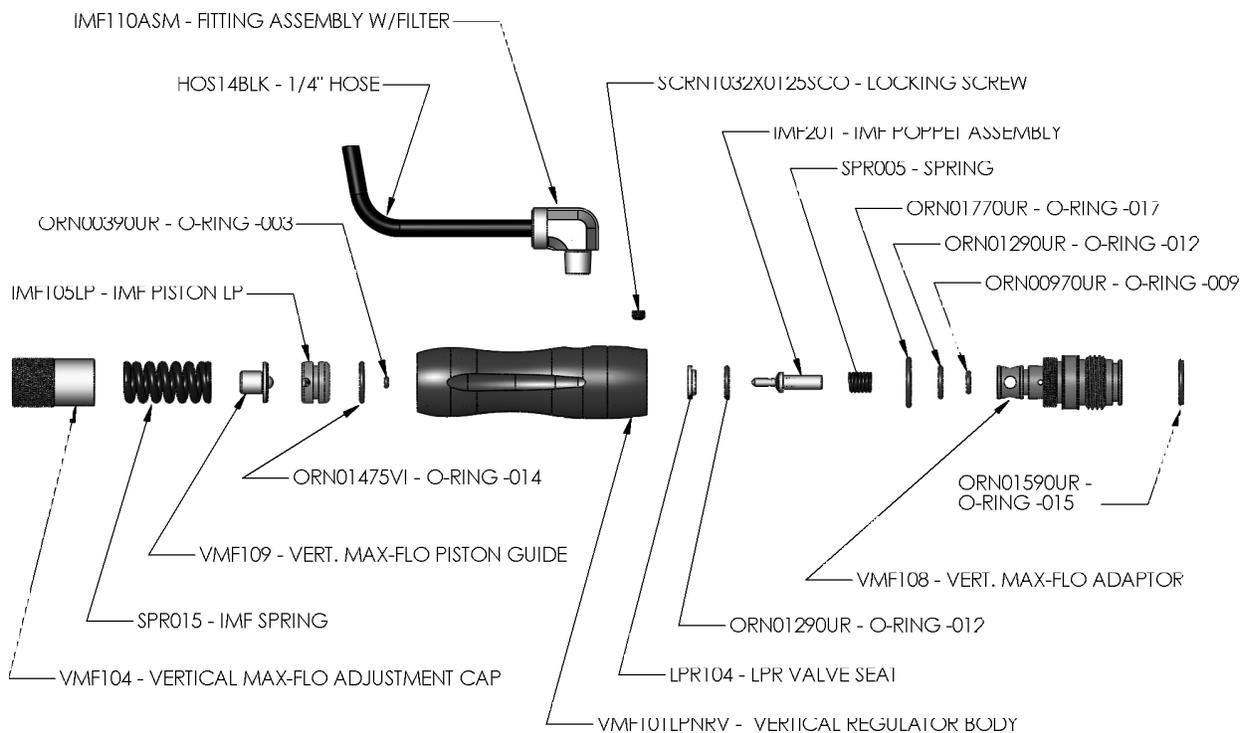
MAX-FLO LPR DIAGRAM



REGULATOR DISASSEMBLY / ASSEMBLY

1. Using a 3/16" Allen wrench, remove the velocity adjuster, spring, and spring guide. Set aside.
2. Tap the regulator body vertically on a firm flat surface. The brass piston should fall free. Set aside.
3. Using a 3/32" Allen wrench, remove the set screw located at the top of the regulator. Remove the ASA threaded section with a 3/8" Allen wrench. Turn regulator body over; poppet and poppet spring will fall out.
4. Make sure all parts are clean and free of debris. Grease ONLY the black piston o-ring and the two o-rings on the ASA threaded section.
5. Place poppet into body, pointed end first. Place spring over end, then replace ASA threaded section and snug down with 3/8" Allen wrench until the original screw mark is visible. Replace 3/32" set screw at the top of the regulator body.
6. Reinsert piston, three hole side facing out. Push until firm and even in the regulator body. Reinsert velocity adjuster, spring, and spring guide as shown in diagram.

VERTICAL MAX-FLO DIAGRAM

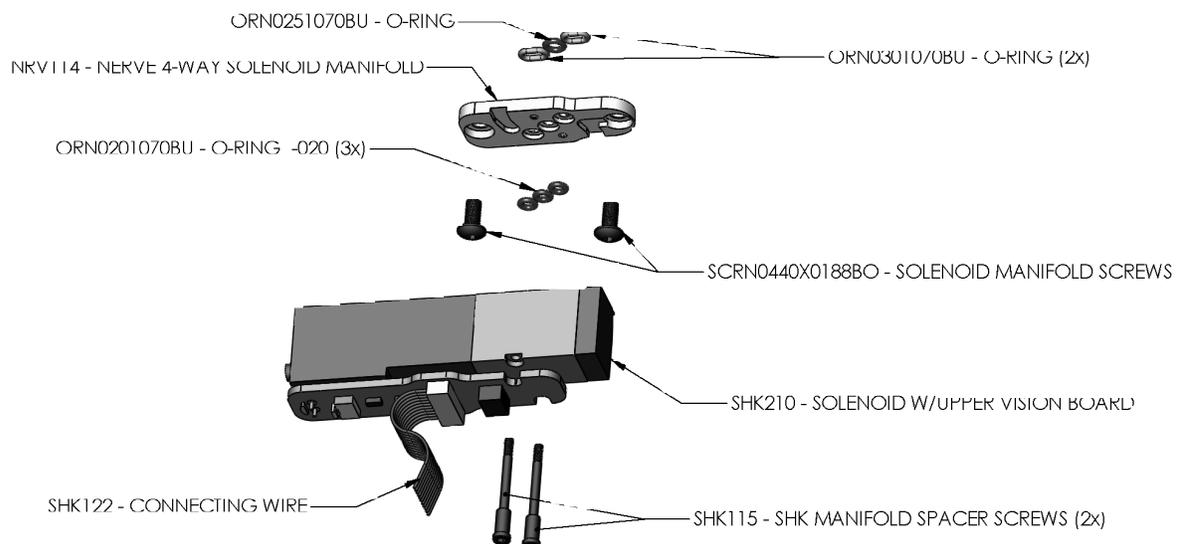


SOLENOID DISASSEMBLY/ASSEMBLY

NOTE: SOLENOID DISASSEMBLY/ASSEMBLY SHOULD NOT BE PERFORMED AS PART OF GENERAL MAINTENANCE. REFER ONLY TO THESE INSTRUCTIONS IF YOUR SOLENOID HAS FAILED.

- 1.** For solenoid disassembly, first remove the two stainless steel screws that hold the solenoid to the solenoid manifold on the body. Then, using the small precision Phillips head screwdriver, remove the two long solenoid body screws (the end opposite the two cap screws that were just removed) and slowly pull the solenoid pieces apart and away from the each other. You should now have three sections: spool, pilot, and coil. To remove the spool section use the precision Phillips screwdriver to remove the black end cap and spring. Use needle nose pliers to pull the spool from the spool housing. Clean and inspect the spool for debris or damage. Grease spool moderately with Shocker grease only, the reinstall by placing flat end in first, with the pointed end facing outward towards the cap and spring. Place spring, small end first, over the small point at the end of the spool. Reinstall cap with line side of cap facing the body of the Nerve. NOTE: NOT FACING THE LINE TOWARDS THE BODY OF THE NERVE WILL CAUSE THE SOLENOID TO LEAK. DO NOT OVERTIGHTEN SCREWS. Inspect center pilot section of the solenoid for debris and to be certain that the white manual override button is still in place. If the override button is missing, immediately call Smart Parts or your local pro shop for a replacement. Then inspect the plunger and plunger spring at the far end for dirt and debris.
- 2.** Insert the solenoid plunger back into the housing, spring side last so that the end with the black center faces out. Place pilot so that the manual override button (black center) side is facing the plunger/coil section and the other (white center) side will be facing the spool section The manual override button should face the circuit board. Push the long solenoid body screws through the plunger/coil section and pilot of the solenoid until they stop, then begin screwing them into the spool section. Tighten all three sections together, making sure the pieces line up properly. DO NOT OVERTIGHTEN SCREWS.
- 3.** Mount solenoid back onto solenoid manifold and snug down stainless steel screws (DO NOT OVERTIGHTEN SCREWS), making sure the coil section of the solenoid points towards the rear of the of the marker body. The small gray on/off switch should be at the rear end of the marker.

SOLENOID DIAGRAM



REBOUND™, DWELL+RATE of FIRE ADJUSTMENT

The dwell and rate of fire adjustments are made using the same two buttons. The Rebound setting uses the on/off button and these same two buttons. Removing the two grip screws on the Vision (left) side of the Nerve and exposing the circuit board provides access to the adjustment buttons. They are flat, gray, and located towards the front of the board, one just above the round black speaker, the other just below the wiring harness plug.

DWELL Dwell is essentially how much air is being passed through the solenoid to fire the marker. Increasing dwell will increase velocity, decreasing will decrease velocity. It is important to balance the dwell and operating pressure as too high a dwell and too low an operating pressure will cause poor efficiency. Too high an operating pressure and too low a dwell will cause ball breakage. Maxing out or bottoming out the dwell will result in the board chirping in a rapid lower tone. Increase or decrease dwell to avoid this. The average setting currently for the Nerve is 30 chirps from the absolute bottom with an operating pressure at 200-230psi.

RATE OF FIRE The rate of fire adjustment uses the same two buttons as the dwell does. The rate of fire is actually the setting of the recharge between shots. The less time the recharge setting is between shots, the higher the rate of fire. To adjust the rate of fire, turn the Nerve on. Pull and hold in the trigger. The recharge rate is adjustable from 30 ms to 70ms, in 1ms intervals. To increase the recharge rate of the Nerve, which will slow your rate of fire, press the upper dwell button once for every 1 ms increase. The board will chirp for every adjustment. To decrease the recharge rate of the Nerve, press the lower dwell button once for every 1 ms of decrease. This will increase your rate of fire. It is important that you pull and hold the trigger in when adjusting the rate of fire. Not holding the trigger in will result in an adjustment of your dwell setting, not your rate of fire.

REBOUND The Rebound setting affects the electronic switch reset sensitivity. Essentially, the higher the rebound setting, the less discriminating (and therefore easier to reach and maintain higher rates of fire) the marker is. To adjust the Rebound setting, turn the marker on, open the grip panels as though you were going to adjust the dwell, press and hold on/off button, then immediately press the dwell buttons up and down to set your Rebound setting. NOTE: IF YOU DO NOT ENGAGE THE DWELL BUTTONS (WHILE HOLDING THE ON/OFF) WITHIN TWO SECONDS THE NERVE WILL SHUT OFF. There are 5 individual settings. Five beeps from the bottom, the Rebound setting puts the Nerve's trigger at its most enhanced. At settings 4, 3, and 2 from the bottom, the Rebound setting gets less sensitive, making it more difficult to achieve and maintain high rates of fire, one beep from the bottom being the hardest setting to achieve enhanced rates of fire. The bottom setting shuts the Rebound mode completely off, allowing no rate of fire enhancement in any way, making the Nerve completely legal by any tournament's standards. After setting your Rebound to the desired level, release the on/off button.

INDIVIDUAL SETTINGS

[TOP OF SETTING]

5. SUPER FAST
4. FASTEST
3. FASTER
2. FAST
1. REBOUND OFF

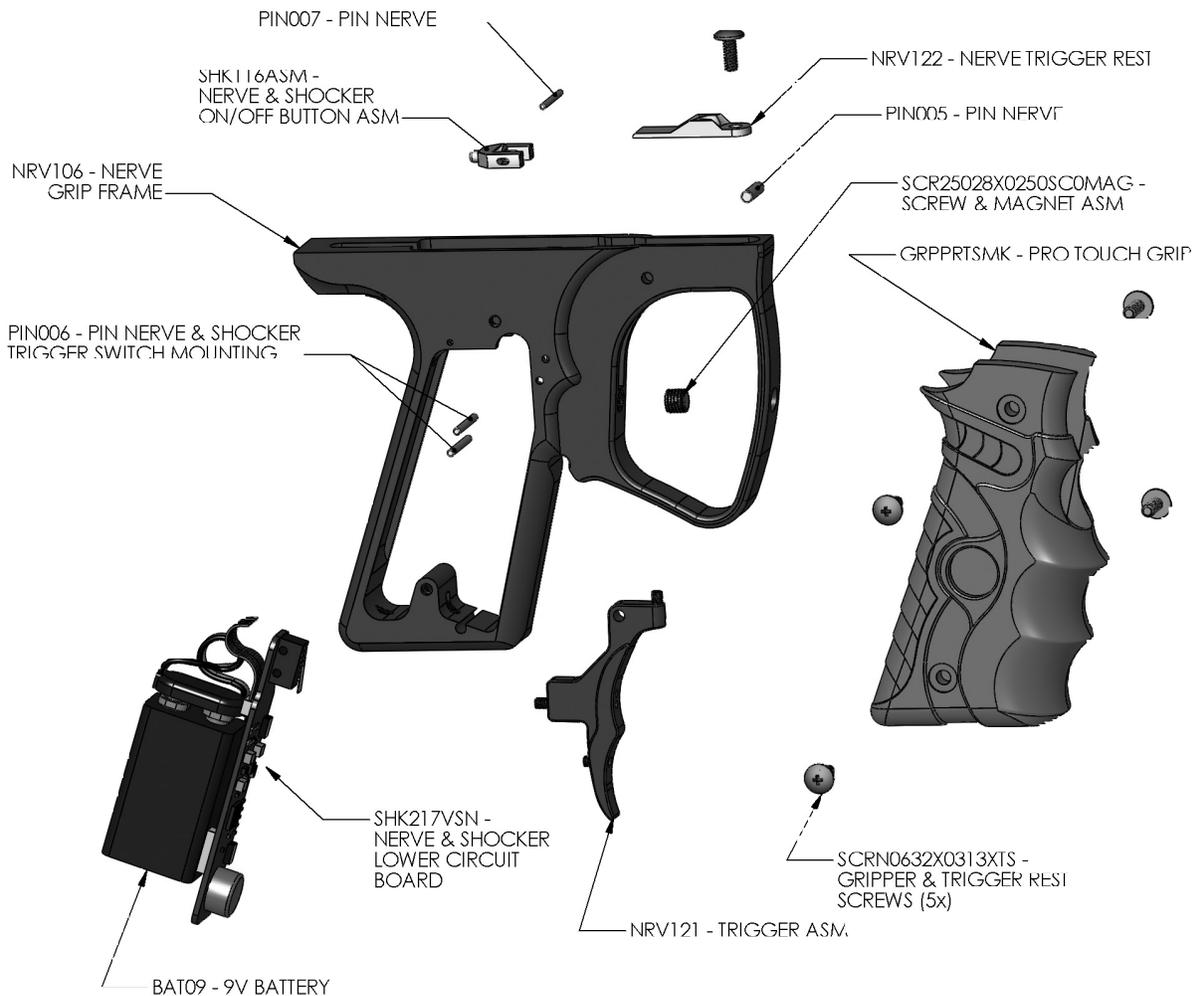
[BOTTOM OF SETTING]

VISION ANTI-CHOP EYE

Turn on the marker by holding the button on the rear of the grip frame down for approximately two seconds until it turns on and chirps once. The blue light in the button should be blinking rapidly and continuously, indicating that you are in Vision mode. Keep in mind that with Vision on, the Nerve will not fire unless paint is loaded in the marker. The eye will prevent the Nerve from firing if it senses that there is no paintball loaded.

To enter the Nerve into standard firing mode, simply push the button once more (it will chirp). The blue light should be blinking in two flashes followed by a pause. You are now in standard firing mode. This is helpful for clearing the marker out or degassing.

GRIP FRAME DIAGRAM



TRIGGER ADJUSTMENT

The Nerve has five main points of trigger adjustment, providing you, the end user, with the perfect trigger setup. Adjustments in the Rebound setting, pre-travel, post-travel, magnetic tension, and switch activation are possible with a wide range of adjustment for each.

PRE-TRAVEL Pre-travel determines how far you have to pull the trigger back until it reaches the fire point of the switch. The pre-travel screw is located vertically at the front of the trigger, just behind the forward grip frame screw. To adjust your pre-travel, use your .050" Allen wrench and turn in (clockwise) to reduce the travel distance before the switch activates. Turn out (counter-clockwise) to increase the travel distance. NOTE: TURNING THE PRE-TRAVEL SCREW TOO FAR IN CAN AND WILL CAUSE THE TRIGGER NOT TO ACTIVATE. If you have adjusted your pre-travel and the Nerve will not fire; begin to turn the screw out until the Nerve will fire.

POST-TRAVEL Post-travel determines how far the trigger cycles past the fire point of the switch. The post-travel screw is located horizontally, at the bottom of the trigger. It should have several threads showing from the back side of the trigger. To adjust post-travel, use your .050" Allen wrench and turn in (clockwise) to reduce the distance your trigger travels after the Nerve activates the switch and fires. Turn the screw out (counter-clockwise) to increase the distance your trigger travels after the Nerve activates the switch and fires. NOTE: TURNING THE POST-TRAVEL SCREW TOO FAR IN CAN AND WILL CAUSE THE TRIGGER NOT TO ACTIVATE. If you have adjusted your post-travel and the Nerve will not fire; begin to turn the screw out until the Nerve will fire.

TRIGGER ACTIVATION POINT The trigger activation point adjustment is similar to the pre-travel, but directly affects when the trigger switch is activated within the entire trigger cycle. The trigger activation point screw is located horizontally halfway up the trigger. To adjust the trigger activation point, use your .050" Allen wrench and turn in (clockwise) to make the trigger activate sooner in the cycle or turn the screw out (counter-clockwise) to activate later in the cycle. NOTE: TURNING THE TRIGGER ACTIVATION POINT SCREW TOO FAR IN OR TOO FAR OUT CAN AND WILL CAUSE THE TRIGGER NOT TO ACTIVATE. TURNING THE TRIGGER ACTIVATION POINT SCREW IN TOO FAR **MAY CAUSE SEVERE TRIGGER SWITCH DAMAGE**. If trigger activation screw is in too far, the light will not flash on the on/off button.

MAGNETIC RESISTANCE THIS ADJUSTMENT IS NOT EASY. IF YOU READ THESE INSTRUCTIONS AND ARE UNSURE OF YOUR ABILITY TO MAKE THIS ADJUSTMENT PROPERLY, CALL SMART PARTS OR YOUR LOCAL PRO SHOP FOR HELP. IT IS BETTER TO ASK FOR HELP THAN REPLACE PARTS. Setting the magnetic resistance of the Nerve is a lot like changing or adjusting trigger springs in other markers. The Nerve has no springs, so the tension of the trigger is adjusted by how far apart the two magnets in the trigger are. The magnetic resistance adjustment is located behind the circuit board in the grip frame. To make any adjustments you must first take off the rubber grips by removing the four grip screws with a Phillips screwdriver. Then remove the battery by grasping the battery by the connector, NOT THE WIRES. Pull the connector from the battery terminals and remove the battery. Next, gently remove the wiring harness plug from the circuit board (this is the opposite end of the same wiring harness you worked with in the assembly/disassembly section). Now gently tap out the two roll pins located in front of the grip and behind the trigger, angled slightly from each other. DO NOT force the pins. Once out, gently remove the circuit board. Looking from the back of the grip frame forward, you should see a threaded hole below the location of the roll pins you just removed. Using your 1/8" Allen wrench, turn the magnet in (clockwise) to increase magnetic tension and out (counter-clockwise) to decrease magnetic tension. Once set, replace the circuit board by inserting the trigger switch end up and into the grip frame with the switch facing the trigger. Be sure to slide the bottom end of the board into its C shaped groove at the bottom. Gently tap the roll pins back in, making sure that the pins go smoothly through the round holes in the trigger switch. Reattach the wiring harness plug. Insert the 9 volt battery in the frame so that it rests without compressing the board or extending past the sides of the grip frame. Reconnect the 9 volt battery and lay wires so that the grips will not crush them. Put grips back on and reattach grip screws.

TROUBLESHOOTING

THE NERVE IS DIFFICULT TO SWITCH ON/OFF.

- The solenoid wiring harness is in the way of the on/off button and on/off switch. Remove the grip frame. Relocate wires away from switch and check for damage to switch and wires. Reassemble.
- The battery is low or dead. Inspect and replace.

BREAKING PAINT.

- Paint is too low quality or too brittle. Switch to a name brand, high quality manufacturer.
- Paint to barrel match is wrong. The paint you are using is too large for the barrel you are shooting it through. Get a Freak System or find a paintball that fits your barrel properly.
- Ball Detents are damaged or missing. Check to make sure white delrin ball is intact and reactive on both sides. Replace if damaged or missing.
- Turn on Vision eye (see Quick Start)
- Check battery. It may be low, causing incomplete cycling.
- Loader may not be keeping up. Check loader batteries or use a faster loader.

AIR LEAKS DOWN THE BARREL WHEN GASSING UP THE NERVE.

- The cupseal is damaged or has debris in it. Clean and/or replace.
- The LPR has little or no pressure going to the cycling system. Increase pressure.

WHEN GASSED UP, LITTLE OR NO AIR SEEMS TO BE GETTING TO THE NERVE.

- The valve seat assembly is in upside down. Disassemble Nerve; reassemble with valve seat assembly and location screw in proper position. NOTE: REMEMBER TO REMOVE VISION FLEX STRIP BEFORE DISASSEMBLING VALVE.
- Bolt may be jammed, check for paint shell or debris.

AIR IS LEAKING INSIDE THE NERVE.

- The solenoid mount screws are loose. Snug them down to stop the leak but DO NOT OVERTIGHTEN SCREWS.
- Solenoid body screws are loose, tighten to stop the leak but DO NOT OVERTIGHTEN SCREWS.
- Solenoid o-ring, spool o-rings, or solenoid mount o-rings are damaged or dirty. Clean or replace o-rings or replace spool.
- Solenoid spool end cap is upside down. Turn over so line is facing Nerve body.
- The LPR is over pressurized. Back off cap and check pressure, fix or replace internal parts.
- An internal o-ring is damaged or missing. Replace.

VELOCITY IS INCONSISTENT.

- Check paint to barrel match. The paint you are using may be too large or too small for the barrel you are shooting it through.
- Clean regulator and inspect seat assembly.
- Check the Nerve and Max-Flo regulator for leaks. Clean and/or replace the regulator piston o-ring.
- The LPR pressure and operating pressure are equalized. Set operating pressure to 200-280 psi then reset LPR pressure from the no pressure point.
- Ensure the dwell is at the proper setting (approximately 30 beeps from the bottom)

THE NERVE HAS LOW VELOCITY.

- Check paint to barrel match. The paint you are using may be too large or too small for the barrel you are shooting it through.
- Your battery is low. Replace with fresh name brand battery.
- Turn the on/off valve on all the way.
- Set your vertical regulator pressure to 200-280psi. Increase, if needed, then reset LPR pressure.
- Ensure dwell is set correctly. (Ideal dwell setting is approximately 30 beeps from the bottom).
- Ensure 9 volt battery is good.

TROUBLESHOOTING CONT'D

THE NERVE IS DROPPING OFF.

- Clean and grease the Nerve.
- Increase the dwell slightly.

THE NERVE IS GASSED UP, BUT WILL NOT SHOOT.

- Turn battery switch on.
- Battery may be dead. Replace with fresh name brand battery.
- Check to see if solenoid wiring harness has come free from either end of the circuit board. Reconnect harness.
- Vision eye is on but no paint is loaded. Add paintballs or turn Vision off.
- If light isn't flashing, trigger activation screw is in too far. Reset.

THE VISION EYE IS NOT WORKING/ THE NERVE WILL NOT FIRE IN VISION

- While in Vision mode, check to see if the blue light at the rear of the grip frame is blinking in a slow, single flash mode. If so, there is a jam. The jam may be caused by an odd shaped or badly discolored ball. Take the Nerve out of Vision mode; clear the jam then put the Nerve back into Vision mode to reset.
- Make sure your agitating hopper is on and feeding properly. A break in feeding from your hopper will cause the Vision to keep the marker from firing to prevent ball breakage. Turn on, speed up, or replace your hopper. Don't forget to check you hopper batteries.
- If the Nerve fires, but Vision will not work, check to see if you have previously broken a ball. Broken paint may cover the actual Vision eye and cause it to misread. Clean it with a cotton swab and a small amount of alcohol. If this does not work, the eye may be damaged and will need to be replaced. Call Smart Parts or your local Smart Parts dealer for parts.
- The Vision may not read certain dark shell paints, such as black. While it is not a given that the Vision does not see black shell paint, continued failure of the Vision system with black shell paints should indicate for you to try a bit of a brighter shell paintball.

WARRANTY

Smart Parts warrants for one (1) year to initial retail purchaser that the paintball marker and regulator are free from defects in materials and workmanship. Disposable parts (batteries, o-rings, seals, etc.) are not warranted. The valve assembly is warranted for six (6) months. The solenoid and electronics on the marker are warranted for six (6) months, plus an additional warranty of six months for electronic parts only (installation and labor are not included.) This warranty does not cover surface damages (scratches and nicks), misuse, improper disassembly and re-assembly, attempts made to drill holes or remove metal from the external surfaces which could degrade performance and reduce pressure safety factors of the marker. Do not make changes to the basic marker parts without written approval. The only authorized lubricant for the marker is DOW 33 Lubricant. Use of any other lubricant could result in voiding your warranty. Paintball markers are non-refundable. This warranty is limited to repair or replacement of defective parts with the customer to pay shipping costs. This warranty is effective only if the customer returns the warranty registration card enclosed with the marker. The warranty is non-transferrable. Do not attempt to alter the trigger assembly in any way, as this will void your Smart Parts Inc. warranty. Trigger alteration of any kind may result in serious injury.

TECH SUPPORT

Our Technical Support Department is open Monday through Friday, from 10am to 6pm EST, and can be reached at 724-539-2660. Additional support is available through our web site, smartparts.com.

