

Model	Other model names	Date	Revision	Revision date
Monsoon repair / service helper		2018-07-09	EN.18.01	-

1. Pressure: Min 180bar Max 210bar

To low: Charge with air

To high: Shoot a couple of shots until you get under 210bar, if it is higher than 210bar it will

Not be able to reload semi-auto.

2. Breech o-ring: Located in the magazine slot.

Replace if it's missing.



3. Magazine: Test shoot without magazine (inspect magazine and replace if necessary)

4. Trigger: Adjust if needed, if it gets stuck or feel crispy it will probably need replacement.

Adjustment: Slacken H8 (counterclockwise) then start to test your way ahead

First you have the resistance in first stage, done by spring H6.

This is constant and cannot be adjusted.

Then you have the Second stage adjuster H8, this is a spring tensioned adjustment screw.

We will adjust the trigger let go after Second stage adjuster H8 is activated but before it is completely compressed against the main block.

When this is set correctly you can adjust the reset screw G5 so that it stops the H8 0,5-1mm from the main block. You will need to slacken G6 to be able to adjust G5.

It's easiest adjusted with a set of pliers.

Next thing you can do is to set screw H3 (travel length), set so the reset screw G5 just gets under the trigger base H2 as tight as possible but without touching each other.

You should also check the reset pin G1. The measurement between the two lines in the picture is not allowed to exceed 1mm. If this should be too much bent it must be straightened or replaced.



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5. Power: The power should be around 910-940 ft/s to get the semi-auto working (5,5). 950-1050 ft/s (4.5)

Lack of power can be caused by:

Hammer spring tension is set to low or has loosened (K9), adjust clockwise.

Make sure the cocking bolt is able to go down in its slot when you change settings.

Hammer spring K8 has broken off and needs to be replaced.

Hammer K6 has been greases too much, this shall only have a thin layer of oil on the surface to prevent corrosion.

Hammer is worn out, check the edge of the outer ring. This should be smooth and show no sign of sharp edges and must be round.

Malfunctioning regulator (Only in caliber 4.5)

Barrel: The air channel between main block F2 and Barrel is not aligned, can be caused by Faulty re-assembling upon repair.

Too much power can be caused by:

Hammer spring tension is set to high (K9, adjust counterclockwise).

Too much hammer weight K7, if you alter a system by changing parts you automatically

Change the setting of the rifle and the hammer weight can suddenly appear to be too much.

Factory settings can vary from rifle to rifle, Std settings is found in the detail drawing

Sometimes they are tuned with small additional weight rings.

Verification data for Hammer weight (length of spring guide):

4.5 = 34.5mm (32mm with one weight ring)

5.5 = 31mm (28mm with one weight ring)



6. Cocking system:

If the cocking feels rough it can be caused by:

Hammer is worn-out, check the edge of the outer ring. This should be smooth and show no sign of sharp edges and must be round.

Cocking slot is worn and will need some polishing or grinding to smoothen the slot.

In worst case the block F2 need to be replaced.

Aligner K12 can jam if you have done extensive repairs. If you alter a system by changing parts

you automatically change the setting of the rifle and the aligner ends up in a slightly different position.

You might need to grind/polish this of in the end towards the reloading rod K1

7. Shroud: Check internal parts for damage and bits and pieces of lead.

The outer tube must be free from dents as this would prevent the reloading system from reloading.

Verification data for Muzzle diameter C1: 4.5 = 6.2mm, 5.5 = 6.5mm

Verification data for Washer diameter C6: 4.5 = 5.15mm, 5.5 = 6.20-8.5mm

Usual settings for caliber 5.5: 900-910 ft/s (6.20mm) 910-930ft/s (8mm) 930ft/s >(8.5mm)

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8. Taking it apart:

Releasing of air, use a 2mm hex key as a lever to push the main valve forward as seen in the pictures. To make it easier shoot air shots down as far as possible.



When shroud is removed it can be hard to remove D12, you might need to hit it with a plastic hammer.



There will probably be marks on the barrel from the three screws holding it, grind these down.



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Dismantling the reloading rod K1 from Brass Bushing D4 and the Aligner K12 is done by hand with a polygrip plier. The rod is left threaded in the aligner end so when you unscrew it counterclockwise from the brass bushing it will at the same time separate from the aligner. It might need some heat to let go from the brass bushing.



9. Rebuild info:

When you rebuild the main block you should only apply a thin layer of gun oil on the hammer assembly and hammer spring.

You can use a bit more grease on the moving parts such as pellet probe, aligner and in cocking slot.

When you attach barrel make sure the air-channel is aligned, if you remove N3 you can use a hex key to align the barrel correctly, use a 2,5mm hex key for caliber 5,5mm and 2mm hex key for Caliber 4,5.

Reinstalling reloading rod, Mount the Rod K1 to D4 but let about 4-5mm of the thread be visible.

Use a locking sealant to lock the rod.

For example Loctite 638.

The other end of the rod is left threaded so this will thread into the aligner K12 at same time as you do the final attaching to D4.

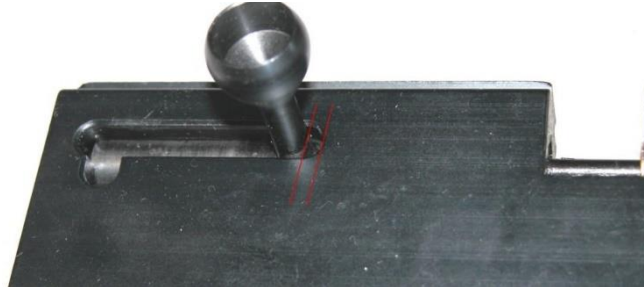


Hold a firm grip with your left hand at the plastic tube D15, then push the whole piece with the rod and all down as seen in the picture below and you will feel when the thread goes into the aligner K12, and while keeping it down you use a polygrip pliers to make the final attachment clockwise.



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When you re-assemble the D12 air bushing you shall adjust this so that there is 2mm from the front edge of the cocking slot and the cocking bolt, see picture.



The internal parts in the shroud should be fitted according to the picture and not as in the detail drawing.



Refill of air from Zero, if you fill the rifle from zero you might have problem with the air going straight thru the rifle and out the barrel. If so just put the cocking bolt in the rear slot and fill again, now the hammer will not push on the valve.